

# TWO NEW V12 ASTONS

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# 200MPH JAG F-TYPE

Say hello to Britain's 567bhp, four-wheel-drive 911 Turbo rival

And you thought the Range Rover Sport SVR was extreme...



PLUS

## FERRARI'S HYBRID FUTURE

Secret tech for Maranello's next-gen supercars



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IMAGE

New Defender latest icon isn't dead yet

Alfa's growth plan Is it going wrong?

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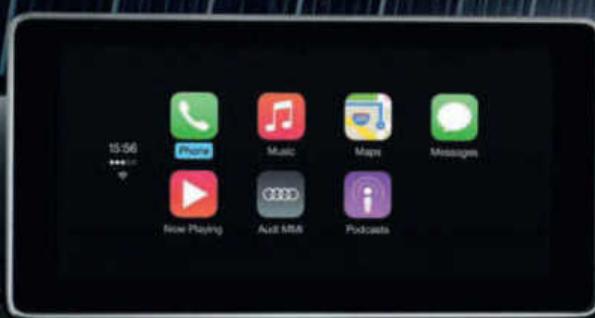
# Voted What Car?



See more with the Audi Vision app. Download it from the App Store or Google Play, and scan this page.

Official fuel consumption figures for the all-new Audi A4 Saloon range in mpg (l/100km) from: Urban 35.8 (7.9) – 62.8 (4.5), Extra Urban only. Fuel consumption and CO<sub>2</sub> figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison of different vehicle types. Optional wheels may affect emissions and fuel consumption figures. More information is available on the Audi website at £34,250. Model shown for illustration purposes only is an A4 S line Saloon, available from £30,150 ROTR, with optional Matrix LED headlights (available spring 2016).

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WHATCAR?  
CAR OF  
THE YEAR  
2016  
Overall winner

52.3 (5.4) – 83.1 (3.4) and Combined 44.8 (6.3) – 74.3 (3.8). CO<sub>2</sub> emissions: 144 – 99g/km. Images shown for illustration purposes comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving audi.co.uk and at dft.gov.uk/vca. The What Car? Car of the Year 2016 winning model is the Audi A4 Saloon 3.0 V6 TDI 218PS Sport, ROTR headlights (additional £650 RRP inc VAT), Driver Assistance Pack – Tour (additional £1,250 RRP inc VAT) and 18" '10-spoke' design alloy

# VIRTUAL COCKPIT AND TV RECEPTION



**SUBARU RANGE** Fuel consumption in mpg (l/100km): Urban 25.2-41.5 (11.2-6.8); Extra Urban 40.4-61.4 (7.0-4.6); Combined 33.2-52.3 (8.5-5.4). CO<sub>2</sub> Emissions 197-140 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. \*Subaru Impreza 1.6i RC available from £17,495. Model shown Subaru Outback 2.0D SE Premium Lineartronic. <sup>†</sup>Excludes Subaru BRZ.

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Official fuel economy figures for Infiniti Q30 range in MPG (l/100km): Urban 32.5 to 60.1 (8.7 to 4.7), Extra-urban 51.4 to 74.3 (5.5 to 3.8), Combined 42.2 to 68.9 (6.7 to 4.1). CO<sub>2</sub> emissions: 156 to 108 g/km.

Fuel consumption and CO<sub>2</sub> figures are obtained from laboratory testing and are intended for comparisons between vehicles and may not reflect real driving results. Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.

\*Model shown is an Infiniti Q30 Premium Tech 1.5d (80 kW) 6MT FWD at £28,300 On The Road including optional glass roof at £500, metallic paint at £670 and 19" alloy wheels at £700.

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72 Tips on buying a used junior hot hatch

How does a sleeker, sportier Civic with enhanced aerodynamic styling and 16" alloy wheels sound? Wait, there's more. It'll also cost you £2,000 less. Tempted? Be quick, like all good things, it won't be around for long.

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**Model Shown:** Civic Limited Edition 1.4 i-VTEC Manual in Brilliant Sporty Blue Metallic at £14,995 On The Road (OTR) including £2,000 customer saving applied to the original OTR price of £16,995. **Terms and Conditions:** New retail Civic Limited Edition 1.4 i-VTEC petrol ordered from 04 January 2016 to 31 March 2016 and registered by 31 March 2016. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. **Customer Saving:** £2,000 customer saving off the On The Road price. Customer saving of £2,000 inc VAT will be applied to the retail invoice. Applicable to Civic Limited Edition 1.4 i-VTEC models.



This 1958 Aston Martin DB2/4 has been in the same family for 55 years but is about to be put up for sale

## Cherishing cars like part of the family

I READ A remarkable story recently about a 1958 Aston Martin DB2/4 Mk3 that's going up for auction later this month, having been owned by the same family since 1960. Having accrued a scant 67,000 miles in its storied life, and having undergone a lovingly thorough restoration by the family in the mid-2000s, chassis number AM300/3/1433 is finally to be sold, with a reserve price of around £180,000. Running a car for more than 55 years is a long stretch by any car enthusiast's reckoning (I'd love to hear from any Autocar readers who have owned any car for as long), but some vehicles get under your skin like that.

The Land Rover Defender is another example. A production run that began in 1948 came to an end last Friday, amid tears, cheers and a sizeable national media frenzy.

Other nations may have wondered what all the fuss is about, but in the UK the iconic off-roader is cherished like a solid and extremely versatile member of the family.

Turn to p16 to read more about the Defender's emotional final curtain – and find out more about our take on what might come next.

**MATT BURT EDITOR**

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 @Matt\_Burt\_

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Established 1895

## AUTOCAR

### AUTOCAR.CO.UK THIS WEEK'S TOP FIVE

#### DRIVE

##### Kia Sportage

We drive the second-generation Korean crossover



#### DRIVE

##### Audi A4 Avant

Latest version of Audi's A4 estate sampled



#### BLOG

##### Matt Burt

Renault's push into China assessed



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##### Lamborghini Huracán Spyder

New drop-top driven



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# THIS WEEK

# F-Type to hit 200mph

Jaguar Land Rover's SVO arm turns up the wick on the F-Type with the 567bhp, all-wheel-drive SVR

**T**he Jaguar F-Type will have a 200mph top speed in the sensational new SVR version, which will make its world debut at next month's Geneva motor show.

After an official brochure appeared online ahead of the car's planned unveiling, Jaguar confirmed the first details of the F-Type SVR and released three images. Jaguar said the SVR "takes performance, dynamics and driver involvement to a new level".

The SVR is the work of Jaguar Land Rover's Special Vehicle Operations (SVO) unit and is the first Jaguar model to receive special treatment from the in-house performance division. The SVR badge in effect replaces the R-S badge used recently on the XF and XK models. SVO's first model was the Range Rover Sport SVR.

The F-Type SVR has been heavily influenced by the F-Type-based Project 7 from 2014. Lessons learned

from that limited-run model included chassis tuning and extra performance and cooling, which were all designed to make the F-Type more focused and higher-performing while retaining everyday usability.

The only F-Type SVR technical detail that has been officially confirmed is the 200mph top speed. However, the leaked brochure reveals that power comes from a powered-up, 567bhp version of the supercharged 5.0-litre V8

used in the F-Type R AWD on which the SVR is based.

The brochure revealed that torque was up by 14lb ft to 516lb ft, while the 0-62mph time is cut by 0.4sec to just 3.7sec in the coupé version. The convertible version has a top speed of 194mph, 6mph short of the coupé's 200mph.

Drive is sent to all four wheels through an eight-speed automatic gearbox.

The photos reveal a dramatic styling overhaul for the

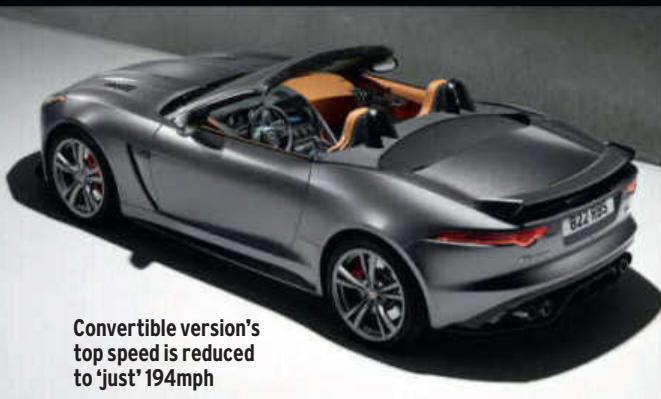
F-Type SVR, giving it greater aerodynamic performance and cooling potential. Striking elements include a large rear wing and more prominent rear diffuser. There's also a new spoiler at the front, along with larger air intakes for engine and brake cooling.

The brochure also revealed some of the technical components that have helped the SVR to shed weight over the F-Type R. These include standard carbon-ceramic

## OFFICIAL PICTURES



F-Type SVR gets new aero package and standard carbon-ceramic brakes



Convertible version's top speed is reduced to 'just' 194mph

brakes, which are 21kg lighter than the R's standard steel brakes, a titanium exhaust that saves 18kg and forged alloy wheels that save 5kg each.

Another statistic in the leaked brochure reveals that the rear wing helps to reduce lift by around 80%.

SVO managing director John Edwards said: "The new F-Type SVR is the first series production Jaguar to be developed by Special Vehicle Operations. It benefits

from everything we know about precision engineering, performance and design.

"The result is a 200mph, all-weather supercar that you can drive every day. We even made a convertible version so that enthusiasts can revel in the sound from the new titanium exhaust system."

A price tag of well over £100,000 is expected for the F-Type SVR when it is launched this summer.

**MARK TISSHAW**



SVR was influenced by the F-Type Project 7



NIC CACKETT

## Show us what 'special' really means, SVO

AN SVR VERSION of the Jaguar F-Type was the inevitable next step for JLR's SVO unit following its monumental tweak of the Range Rover Sport last year.

Nevertheless, it is crucial that the division now treads carefully. The Range Rover Sport – a five-star car in our eyes – was a triumph not because it was particularly heavily fettled but because there was a clear and unambiguous direction for it to be taken in. In other words, it was made better than the standard version in specific, performance-based ways without entirely sabotaging its overall appeal or integrity.

With the F-Type, already the recipient of both all-wheel drive and an R badge, the objective of the SVR variant is a thornier issue. The few details Jaguar has confirmed don't necessarily settle the stomach, either; a bit more power, a bit more speed and a bit more rear wing trigger memories

of the identity crisis that the XK slipped into as its badge sported increasingly meaningless consonants.

That Jaguar would doubtless still be able to sell such a car isn't the point from an enthusiast angle. If the brand wants a larger slice of the profitable 'special' sports car variant pie that Porsche has had to itself for decades, it is necessary that SVR stands for something more than options-saturated, horsepower-obsessed

show-pony offshoots.

With luck – and some well-earned faith in the people involved – such a hurdle will have been vaulted many months ago and the costliest F-Type will reveal itself not only as a worthy range-topper but also as the kind of car-apart prospect that establishes SVO's upgrade credentials for the long game against Weissach. SVO's vision of a Range Rover Sport was a brilliant debut, and it has our attention. Now for the follow-up.



SVO improved on the Range Rover Sport in a specific direction



# Ferrari set to go hybrid

New patent reveals how Ferrari plans to incorporate hybrid power into its future models

**F**errari is planning to build a production hybrid that will combine supercar performance with the ability to travel as far as 30 miles in electric-only mode.

The plans are detailed in a patent application that has been uncovered by Autocar and was filed last June.

There's no direct clue as to the identity of the new model, aside from it being front engined, which puts the replacement for today's F12 Berlinetta (most likely by

the end of the decade) in the frame. However, the nature of Ferrari's new hybrid layout – with slimline batteries built into the floor structure and an electric motor attached to the rear-mounted transmission – makes it suitable for future models with both front and mid-mounted engines.

This means the hybrid system is also likely to be used on a version of the new entry-level Dino model, which is expected to be a more 'affordable' mid-engined car,

powered primarily by a V6 turbocharged engine.

Ferrari showed its first hybrid concept, based on the 599, in 2010 and used electric motors to boost the performance of the low-volume LaFerrari hypercar in 2013. However, this is the first time that Ferrari will have used hybrid technology on a series production model.

As with most car makers, Ferrari believes that many big metropolitan areas will introduce zero-emissions

zones during the next decade or so as a way of radically reducing air pollution. Indeed, London has already announced that all vehicles entering the city centre could have to be zero-emissions capable by 2025.

Like the California T, the new Dino is intended to be a more everyday Ferrari that will attract buyers in affluent metropolitan areas.

In 2013, a Ferrari mule based on the current California T and wearing body panels

that disguised it as a shortened 599 was snapped by spy photographers. It's thought this prototype was an early road-going test mule for the new hybrid system shown in the patent.

The actual patent is for a front-engined, rear-wheel-drive car that has two large battery packs mounted under the floorpan. Although the rear-mounted dual-clutch automatic gearbox is conventional, it also has an electric motor attached to it



in a layout that's similar to the 599 Hybrid concept's.

The big difference with the proposed car in the Ferrari patent application is the size of the battery pack. The 599 concept had two small lithium ion batteries, which had a combined capacity of just 3kWh. By contrast, today's

plug-in hybrid Volkswagen Golf – a much smaller and lighter car – has an 8.8kWh battery.

This patent shows how Ferrari engineers have tried to solve the problem of needing a much bigger battery pack. The engineering hurdle was trying to squeeze the batteries into a compact supercar that has →



Ferrari's patent is an evolution of the 599 Hybrid's arrangement

HILTON HOLLOWAY

## Why Ferrari needs to offer hybrids

THERE'S PROBABLY NO purchase more discretionary than a supercar, and Ferrari's product planners and futurologists know it. The company needs to ensure it is attractive to a new generation of wealthy consumers raised in a very different world.

There's plenty of evidence that the globally richest 1% are much greener in their outlook than any other group. They are likely to be less interested in motorsport, including Formula 1. Tesla's success in sparking a market for high-end, low-CO<sub>2</sub> cars has

pushed automotive giants such as Porsche and Audi to respond. And many in the car industry expect some city-centre areas to become zero-emissions zones, making 10 or 12 miles of battery-powered running essential. So Ferrari is laying the

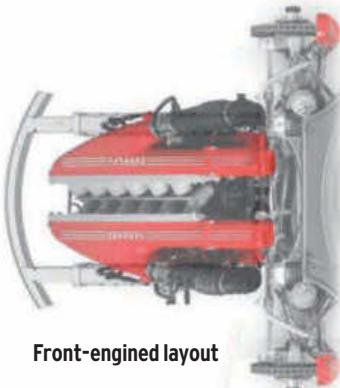
foundations for a future when all of its models will come with the option of a hybrid transmission. More to the point, Ferrari is now a publicly quoted company. Its shareholders will be expecting it to futureproof itself and its profits.



## FERRARI'S MODULAR PLATFORM TECH

Ferrari's future models could be based on a common central cockpit, made from either carbonfibre or aluminium and with or without battery packs. Individual front and rear superstructures could then be bolted to the common cockpit, regardless of whether the car is front or mid-engined.

### FRONT STRUCTURE

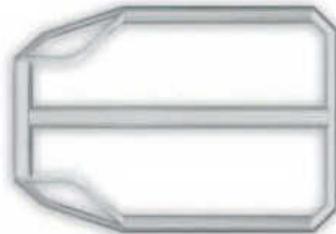


Front-engined layout

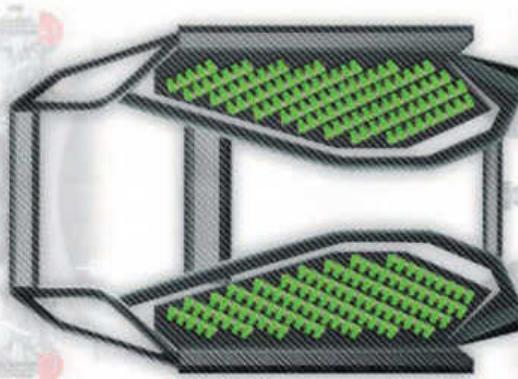


Mid-engined layout

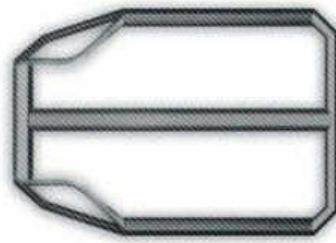
### COCKPIT STRUCTURE



Aluminium

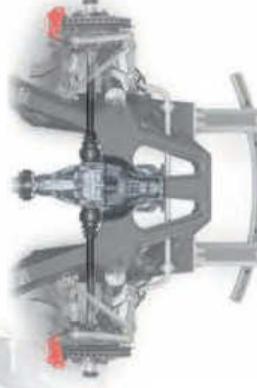


Hybrid

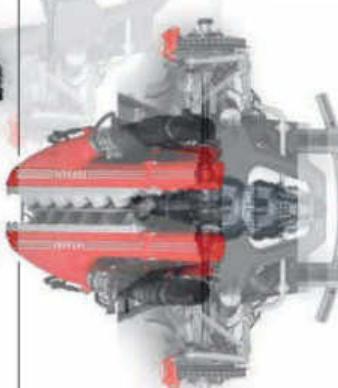


Carbonfibre

### REAR STRUCTURE



Front-engined layout



Mid-engined layout

◀ a space-hungry transmission at the rear. Using a large battery pack under the floor was probably ruled out because Ferrari needs to be able to mount the seats as low as possible.

The solution is a series of individual cylindrical cells, which are mounted together in a herringbone pattern in a single layer and built into the floor structure. Much of the patent detail applies to a 'support matrix' in which the individual batteries are mounted. This is thought to be the key to being able to mount the battery packs so close to the car's sill.

In the event of a side impact, the batteries need to be adequately protected from the consequences of the crash forces. To this end, aside from the large sill beam shown in the patent drawing, Ferrari's engineers have come up with a new 'support matrix' for the batteries and a clever way of connecting the individual batteries together.

These battery connections

are described as 'disconnecting plates', and should they become 'disrupted' in the event of a big side impact, individual batteries become disconnected from each other.

Ferrari's patent says: "The chemical batteries that are displaced [in an impact] automatically disconnect from the electric circuit, thus reducing the risk of short-circuits or electrocution.

"Therefore, after the crash there are many chemical batteries not

connected to one another, thus individually having a moderate electric voltage."

This means the risk of electrocution after an accident is low, because the individual batteries are relatively weak. Only when they are all connected together do they create enough energy to drive the car via the electric motor mounted on the gearbox.

There's also evidence that Ferrari could be preparing to build all of its future models – both front and mid-engined

– around a common structural cockpit module.

Ferrari has patented a new construction method that would allow a car's front and rear superstructures to be bolted to the central cockpit.

On the surface, this is a similar technique to that already used on cars built around a central composite tub, to which front and rear subframes are attached.

However, the Ferrari patent shows a new technique, where the front and rear

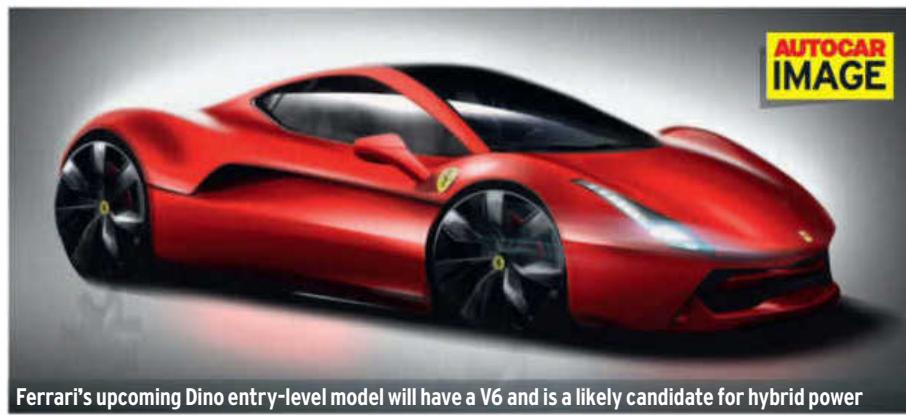
subframes are bolted to a transversely mounted bar, which itself is part of the cockpit structure.

There are a number of advantages to this method of construction, including shortening build time in the factory and making major repairs easier. In addition, it's a mechanical fixing technique that will work with any mix of composites, steel or aluminium.

However, it also means that Ferrari can save significant sums by building a common central cockpit structure, which could be used with both future front and rear-engined cars. It also seems likely that this common cockpit will be able to accommodate the new Ferrari battery pack technology.

The upshot is that Ferrari will make significant savings on future model development with this common cockpit, and its likely ability to also accommodate battery packs would allow hybrid versions of all future Ferrari models using this modular platform.

HILTON HOLLOWAY



# Alfa relaunch scaled back

Bold revival plans for Alfa Romeo will now be delayed, with R&D and investment set to be reduced

**A**lfa Romeo's dramatic relaunch has been scaled back and delayed, Fiat Chrysler Automobiles (FCA) has revealed.

In a presentation to investors, parent company FCA delivered an update on Alfa's relaunch as a maker of lightweight, high-tech and sporty rear-wheel-drive driver's cars built in Italy and powered by bespoke engines, announced to much fanfare in May 2014.

The first of these, the Giulia, was revealed last summer and will go on sale in the UK in September. It was due to be followed by seven more new Alfas before 2018 as part of FCA's €5 billion (£3.8bn) investment.

FCA said the "commitment to the overall brand and product strategy remains in place" but "R&D, manufacturing and product investment [will be] reduced through 2018" and the "planned product line-up will now be completed by mid-2020".

The previous plan was for all eight new Alfas to be on sale by 2018. There will still be seven Alfas after the Giulia, and a slide in the investor presentation also hinted at the identities of the new models that will be on sale by 2020.

The first of the seven will be a mid-sized SUV to rival the likes of the BMW X3 and Land Rover Discovery Sport. It's due in 2016-2017, according to Alfa.

Between 2017 and 2020, there will be a 'full-sized' model, understood to be a rival to the BMW 5 Series. Also planned are two more 'UVs' (for 'utility vehicles'), one likely to be larger than the X3 rival and another smaller. By the end of the decade, there will be two more 'speciality' models in the vein of the 4C, although whether these are sports cars, other coupés or derivatives of existing models is unknown.

Alfa has also confirmed a new hatchback. This is set to be a replacement for the Giulietta, spun off a shortened version of the Giulia's rear-drive chassis. There's no mention of a Mito replacement, although the current model is due for a facelift soon, as is the Giulietta.

The global ambition of the plan has been scaled back to focus on the European and



Giulia is the first 'new era' Alfa and will hit the UK in September

North American markets due to problems in China and the lack of a global distribution network.

FCA pointed to import restrictions and wider uncertainties in China as well as the "need to guarantee proper global distribution network execution".

In its wider plans, FCA also announced the launch of plug-in hybrid electric vehicles from the group from 2016. In 2018 FCA will also have a new 48V electrical architecture in place for mild hybrids that will help to cut CO<sub>2</sub> emissions.

Jeep's global sales target has been revised to two million units from 1.9m on the back of strong sales of its new range. FCA also noted the better-than-expected performance of Jeep in Europe, allowing it to revise its overall European margins from an expected 2-3% by 2018 to around 4%.

MARK TISSHAW



HILTON HOLLOWAY

**At FCA, the future's bright. The future's SUVs...**

**THE CAR INDUSTRY** – especially analysts – look forward to Fiat Chrysler Automobile (FCA) business presentations. In contrast to the tightly scripted presentations delivered by the German car industry, FCA and its mercurial overlord, Sergio Marchionne often deliver the unexpected.

Last week's 'business plan update' was another cracker. First, the much-trailed Alfa Romeo revival was delayed again (see above).

What really caught out the markets was Marchionne's announcement that the Chrysler 200 saloon and Dodge Dart saloon will be run out over the next 18 months.

Both are relatively new models, but neither has been a massive success. Marchionne was quoted as saying both cars "would go away for a long time".

There's sound reasoning behind FCA's desire to exit a saloon mass market that's likely to be barely profitable – and that's the stupendous rise of the SUV and crossover in the US new car market.

According to FCA, in 2009 the US new car market was 56% road cars, 29% SUVs and crossovers and 15% pick-ups. Last year that shifted dramatically, with road cars down to 46% and SUVs accounting for 37% and pick-ups 17%. FCA thinks this move is likely to be permanent.

It says there is "unmet demand for RAM, Wrangler and Grand Cherokee models", which it sees as "key high-margin products". There's

also a new Grand Wagoneer flagship model on the way, as well as a Jeep pick-up.

The company's factories are being reorganised so that, by mid-2017, more capacity can be given over to Jeeps and pick-ups.

Last year the Jeep brand sold 1.24m vehicles globally. FCA's new estimates for 2018 have been revised from 1.9m vehicles to two million.

While Jeep growth in the Americas is likely to rise by 10% in the next three years,

the firm says it will jump by 137% in Europe, the Middle East and Africa and 375% in Asia Pacific and China.

With volumes of two million Jeeps globally in 2018, FCA thinks the wider company will be making profits of £3.5bn-£4.2bn (the vast majority generated by Jeep and RAM) and will have more than £4bn in cash in the bank. It makes you wonder why FCA will bother with the rest of its road car portfolio.



Dodge Dart (pictured) and Chrysler 200 saloons are being axed

The look of the next-generation Defender is yet to be finalised



**AUTOCAR  
IMAGE**

# New Defender due in 2019

Indecision delays the appearance of Land Rover's Defender replacement for at least three years

The make-up of the next-generation Land Rover Defender remains shrouded in uncertainty, even though JLR sources admit that they need to get the model into production as a matter of the highest priority.

Officials won't admit it, but they're acutely aware of the enormity of replacing the 68-year-old icon. However, in the wake of the recent sale of the two millionth Defender (for £400,000) and the assembly of the last Defender at Solihull, officials have admitted that no one feels good about proceeding without the model in the range.

It is known that there will be more than one Defender model in future, with an insider describing the model line-up as "a small family". It is certain to be related to existing product, as no other approach would be viable for a model that may account for only 50,000 sales a year. Indeed, there are murmurs that making the business case for a lowish-volume, relatively cheap car is

one of the key hang-ups.

The required relationship with other Land Rovers makes an aluminium monocoque structure and skin a near certainty for the new Defender. There will be at least two wheelbases and several body styles, but not the profusion of both that have been possible with the outgoing model. All-independent suspension appears a certainty, as does a longitudinal engine with a 4x4 system featuring a low-range 'box and transfer case.

The Defender is unlikely to grow much bigger, with slightly expanded versions of the outgoing 90 and 110 models likely. It'll be modern and simple in design, although not like the heavily criticised DC100 concept shown some years ago. Insiders say design director Gerry McGovern "now knows what the new Defender will look like", although the final details are not complete.

It is probable that the new Defender won't be available before 2019. One source

suggests 2018, but this might be the debut date for a close-to-production concept whose function could be to lessen the waiting time.

There has been strong debate about the next Defender being made outside the UK, with proponents of the idea highlighting that in a global car industry, models "can be made anywhere". The official line is that "things like that" are being evaluated right now.

However, the Defender has been portrayed as a British icon for 68 years and has always been made here, so there is understood to be resistance to moving production overseas, possibly to a new factory in Slovakia. More capacity in the UK might be found.

JLR CEO Ralf Speth and his board, present at the Defender event last Friday, are aware that the Defender is an all-British property ('Jerusalem' was played as the final car made its last bow) and will only take production overseas with the greatest reluctance.

**STEVE CROPLEY**



**STEVE CROPLEY**

## Why did Defender have to go?

THE DEFENDER HAS been on borrowed time for years. Even its best friends knew it. Its crash structure couldn't meet modern regulations and its engines, while much cleaner than those used in the old days, couldn't cope with requirements beyond Euro 6 regulations. Underpinning all that, the outgoing model was made by a clunky, labour-intensive process, and it was only selling 15,000 to 20,000 units a year, which would be disastrously uneconomic but for the fact that the tooling, suppliers and processes are remarkably 'well oiled'.

For a new model at those volumes, they wouldn't be, especially since the armed forces of the world who have

huge stocks of spares and service personnel of their own – and have done much to sustain the Defender – couldn't be depended on to transfer universally to a replacement model.

In the JLR backrooms, they know life would be easier without either the Defender or the need to provide a replacement. The trouble is, whenever you ask people what a Land Rover is, they point out, or sketch, their version of the off-road icon.

The Defender embodies much of the image that is carrying Land Rover towards 500,000 sales per year. But for the original 'farmer's toolbox on wheels', there just isn't the demand there was. That's the problem.

# The Defender is dead, long live the Defender



Last Defender off the line was this Heritage 90

THE MORNING STARTED early. It had long been arranged that the Land Rover faithful would pass through the famous gates of 'The Home of the Legend' by 7.15am, to be marshalled into place beside the longest-surviving production line on JLR's mighty Solihull estate in order to witness the final build of the last dozen Defenders that would ever be made.

Organisers swirled about and bacon rolls were plentiful, but no one really knew how it would go, or who would turn up. But it swiftly became clear that far more people would be on hand than were initially expected, and that the ruling mood, at least until the last car's last moment, would be celebratory. Sixty-eight years of production was, after all, a supreme achievement. People milled about, the line began to roll at about half speed and the final few assembly operations began on what were to become the most famous dozen Defenders of modern times.

The cars crawled along, and as they did, technicians at the head of the process were gradually freed from jobs. First they carefully replaced their tools in racks for the last time, then they joined the throng watching the last car – a green Heritage 90 – proceed slowly on its way. The crowd kept growing. Every time someone

completed an important task, such as the fitting of a bonnet, the crowd would cheer. At the end of the line, every so often there'd be the toot of a horn and the blip of an engine and a completed car would drive off the line to begin the process of being united with its owner.

When it came to the final car, the crowd was huge and so were the cheers. Lumps came suddenly to throats; a few eyes looked distinctly watery. Luckily, that last car didn't just disappear from view, for it was to be the star of a last hurrah in front of 1000 onlookers. All were treated to a brief history of Land Rover, some film of the icon's greatest days and copious assurances by JLR CEO Ralf Speth that this was merely a pause in the Defender's life. It would reappear as a family, not just a car, although on detail he was characteristically vague. However, the gist seems to be that we won't be seeing production cars before 2019.

The whole thing concluded with a parade through the factory of old and new Landies, headed, as you'd expect, by the first-ever Land Rover, the famous HUE 166, and comprising show cars and fire engines, forestry trucks and all manner of other weird machinery recognisable as a Land Rover or, since 1990,



The Defender is expected to be replaced by a family of models

**'When it came to the final car, the crowd was huge and so were the cheers'**

a Defender. I travelled in the second car – behind Speth and 'Mr Land Rover' Roger Crathorne in HUE – and was driven by its owner, 58-year-old Tim Dines. This was the third-ever Landie, which he had owned since he was 16. He paid £200 for it, because of its provenance, when the going rate for an early one was £30.

The parade ended too soon, as these things tend to, at Solihull's Land Rover experience centre, with owners and enthusiasts swapping all the stories they've told one another before but mainly enjoying the ambience. Everyone agreed that Land Rover – and especially the Defender – carries a special aura, and that, come what may, it must not be lost.

STEVE CROPLEY



Technicians followed the final Defender to the end of the line



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## SPY SHOT

ASTON DB11



## Confidential

BMW i3 SALES are currently split 50/50 between range-extender and all-electric versions, but sales are heavily skewed by country. Norway, for instance, is almost 100% electric sales, whereas California's sales are split 60/40 in favour of the extended-range model.

A HIGH-PERFORMANCE version of the Genesis Coupé is rumoured to be in development by Hyundai's N performance division, for launch next year. The car is expected to be powered by a 450bhp version of the twin-turbocharged V6 Hyundai is working on, as well as having its chassis heavily retuned. The car isn't currently destined for Europe, but the success of N division's launch with a hot version of the i30 hatchback later this year could change that strategy.



# DB11 reveals true look

Aston Martin's DB9 replacement sheds disguise to show its muscular new form

**A**ston Martin's crucial new DB11 has been caught undisguised on a marketing shoot a month from its Geneva show debut.

The DB11, which finally ushers in a new architecture, engine and styling direction for the British marque, was seen in Spain last week, with the image appearing on a Dutch website.

The sole, grainy image, which Aston insiders have confirmed is of the new DB11, shows a striking new look for the car compared with the DB9 it replaces. The picture reveals

nods to recent concepts, including the DBX and CC100, in its sharper lines and more muscular form, as well as elements of the DB10 created for the Bond film Spectre. However, several Aston Martin design cues are retained and the model remains instantly recognisable as an Aston.

The picture also hints at a longer wheelbase for the DB11, a change that should increase interior space. The cabin will be all new, with a new electrical architecture and infotainment system sourced from Aston's

technical partner and part-owner, Mercedes-AMG.

The DB11 will kick off a busy five years for Aston as boss Andy Palmer seeks to replace all of the firm's core sports cars. Also planned are replacements for the Vantage sports car and the Vanquish GT and a production version of the DBX crossover concept.

Key features of the DB11 include a versatile new bonded and riveted chassis, built to the same principles as the current VH structure. The DB11's twin-turbo 5.2-litre V12 is also new.

The engine, which is expected to produce around 600bhp, replaces the existing normally aspirated 5.9-litre V12 used in the current line-up. V8s sourced from Mercedes-AMG will follow later in the DB11's life cycle. A six-speed manual gearbox will be standard, with an eight-speed auto optional.

Another new feature on the DB11 is the lightweight double wishbone suspension. Matt Becker, who joined Aston in 2014 after 26 years at Lotus, has tuned the chassis set-up.

MARK TISSHAW

## Hybrid LC500 coupé set for Geneva

LEXUS WILL REVEAL a hybrid version of the LC500 luxury performance coupé at the Geneva show.

The LC500 combines a 467bhp naturally aspirated V8 with a striking design. The hybrid version, expected to be badged LC500h, will use Lexus's 3.5-litre V6 mated to an electric motor to improve fuel consumption without damaging overall performance too much. A similar V6 hybrid set-up in

the GS450h executive saloon gives that car a 0-62mph time of 5.9sec.

The LC500 is built on an all-new rear-drive platform that combines lightweight materials, including carbonfibre, for the best combination of low weight and stiffness, Lexus says.

Prices are yet to be announced, but they could mirror those of the LS saloon, which runs from £70,000 to just over £100,000.



### PHONE PENALTIES COULD RISE

The Department for Transport is proposing higher penalties for drivers caught using their phone. The DfT wants fines to increase to £150, with points for car drivers rising from three to four and those for HGV drivers rising to six.



### NOT SO BIG IN JAPAN

Ford has pulled out of Japan after selling fewer than 5000 cars there last year. Sources cite Ford's non-motorsport approach to Japan as the reason for the unprofitability. Domestic brands dominate Japan's general-purpose market.





Seat Leon X-Perience 2.0 TDI is among those with revised figures

# VW in more hot water

Transport committee leader calls for VW to compensate owners after changes to economy figures

**V**olkswagen should compensate owners of cars that are given revised fuel economy and emissions figures without being mechanically changed, Louise Ellman MP, chair of the transport committee, has said.

Ellman's comments came in response to an exclusive Autocar investigation that revealed 44 Audi and Seat models had their CO<sub>2</sub> and fuel economy figures amended without explanation in December and January – shortly after the VW Group

had claimed its investigations into CO<sub>2</sub> irregularities were "largely concluded".

The changes affected Audi A1, A4 and Q3 models and Seat Ibiza and Leon derivatives. The most extreme change was to the Seat Leon X-Perience SE Technology 2.0 TDI auto, which had its emissions raised by 10g/km and fuel economy lowered by 5.3mpg. As a result, the second-year VED rate on that car will rise by £20 a year and benefit in kind by 2%.

"Public confidence in Volkswagen has been shaken,"

said Ellman. "Motorists have a right to expect accurate information. Volkswagen must now act swiftly to ensure that customers who bought vehicles in good faith are compensated for their loss."

VW has already assured owners of affected vehicles that they will not be hit by the higher taxation costs, as the cars were officially ratified at the previous levels, and it will give customers with cars on order the chance to cancel or amend orders free of charge. However, VW says it has

no plans to offer existing owners compensation for the reduction in the official fuel consumption, despite admitting all the affected cars bar the Q3, which has a new alloy wheel option, are identical to those originally tested.

VW says there is no need for compensation as the real-world economy of the affected cars will be identical.

Meanwhile, the nine VW models previously identified as having potential CO<sub>2</sub> irregularities have now been narrowed down to just six.

Ellman warned that Volkswagen could face further investigations by the transport committee if she felt it was appropriate. She said: "The transport committee is examining vehicle type approval and vehicle standards and will continue to monitor developments closely. VW is still under investigation and we await the results."

**JIM HOLDER**

For the full list of affected models, visit [autocar.co.uk](http://autocar.co.uk)

## Vision S concept to preview Skoda's new large SUV

SKODA WILL PROVIDE a close preview of its first production SUV with the Vision S concept at next month's Geneva show.

The concept, which is teased here in this official sketch, will come with three rows of seats offering space for six passengers, although the production version is expected to be a seven-seater. The concept features a prominent grille with raked headlights and a large lower grille with side air intakes. The roofline dips towards the rear.

The Vision S is around 4700mm long, 1910mm wide and 1680mm high, making it longer, wider and lower than the Kia Sorento. The production version will be pitched as a rival to the Sorento and its sister model, the Hyundai Santa Fe.

Skoda's SUV is expected

to take the Kodiak name and should cost from around £24,000 when it goes on sale early next year.

The Kodiak is based on the VW Group's MQB platform and shares most of its underpinnings with the US-market VW CrossBlue, which is due later this year.

The engine line-up will mirror that already offered in the Superb, with a 1.6-litre turbodiesel forming the base unit. A diesel-electric hybrid will also be offered, and four-wheel drive will be optional on most models.

Skoda is already planning a more rakish five-door SUV coupé to join the range. That car will be followed by a sportier model with tweaked styling, and the family will be completed by the new Yeti, which is due in 2018.



Skoda's Vision S SUV concept seats six, but the production version is expected to be a seven-seater



Golf GTI Clubsport Lightweight may be sending the wrong message

## Racy Golf in doubt

VOLKSWAGEN HAS developed a lightweight version of its recently unveiled Golf GTI Clubsport to a production-ready stage, a high-ranking official has revealed.

However, concerns over the 296bhp hot hatchback's overtly sporting image at a time when VW is attempting to keep a low profile in the midst of the diesel emissions scandal mean the racy two-seater may never be offered to customers.

The new front-wheel-drive Golf GTI Clubsport Lightweight was conceived as a road-legal race car.

A decision on whether the Golf GTI Clubsport Lightweight will go into production rests with VW's newly elected supervisory board, which is said to be concerned about the message the new car will

project. VW still plans to show it at a fan event in May. If it were to make production, fewer than 100 units would be made.

VW is also set to reveal a new generation of four-cylinder engines later this year. Conceived around a modular aluminium crankcase and cylinder head, the new engines will initially share a common 1.5-litre capacity.

They will be used in a wide range of Audi, Skoda, Seat and VW models, starting with the facelifted Golf in 2017. They will replace the 1.4 petrol and 1.6 diesel implicated in the current emissions scandal.

Autocar also understands VW will reveal a new Nissan Juke-sized crossover concept, previewing a 2018 production model called the T-Cross, at next month's Geneva motor show.



Daihatsu, which stopped UK sales in 2011, has been sold to Toyota

## Daihatsu buy-out

TOYOTA IS TO take full control of Daihatsu in a move that's aimed at enhancing the small-car expertise of both companies. Under the deal, Toyota boss Akio Toyoda has said the Daihatsu brand will be given an "equal position with the Toyota and Lexus brands".

Daihatsu became a subsidiary of Toyota in 1998 and the pair have worked together since the late 1960s.

Now the world's largest car company has agreed to buy the remainder of Daihatsu shares in a deal said to be worth about \$3 billion (£2bn).

Although the deal focuses primarily on small cars, Toyota is keen to tap into Daihatsu's expertise in packaging, efficiency and miniaturisation. Toyota hopes this can be used to enhance the cost competitiveness of larger cars.



Tester's Notes

## Matt Prior



XC90 is impressive, but there is a certain degree of road noise

**A** colleague borrowed the long-term Autocar Volvo XC90 from me the other day. It's a fine car, the XC90. It sits on what is the strongest Car of the Year shortlist I can remember, and deservedly so. It's spacious, has a cool interior, performs well, yada-yada-yada (you've read the reviews). There's not a great deal you'd pick apart or make significant complaints about.

I waved my colleague off, knowing he'd like the XC just as much as I did. A couple of hours later, the phone rang. "There's a fair bit of road noise, isn't there?" he said.

Now, because I've been driving it for a month, I've naturally already become slightly defensive about it. So "no", I thought, but then, "yes", I admitted. "Yes, there is."

There's not so much noise that you'd complain about it. But there's perhaps a bit more road roar than in some competitors.

I think the short of it is that



A stiffer chassis transmits the tyre-road interaction more loudly

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A Week In Cars

# Steve Cropley



Just 10 examples of P&A Wood's 'enhanced' Wraith are planned

## MONDAY

We're only a month from the motor show everyone loves most, Geneva's Salon d'Auto, to use the official handle. The flow of new metal has well and truly started and will now accelerate during the next few weeks as car makers compete for 'air time' in a crowded arena. The number of models and variants offered in Autocar's new cars list has risen by 50% since 2000 and the climb continues. But there are no more hours in the day, or days in the month.

If you're a car maker who's just spent four years and a billion quid creating a world-beater, it must feel distinctly undignified to have to battle others (who may only have freshened their car's bumpers and dashboard) to get the market's attention. But that's life. And your mission is made all the tougher by today's proliferation of entertainment channels; however large your advertising budget may be, it's never going to touch the sides. All of which is why (and I would say this) the car game needs the decent show coverage Autocar aims to provide. Our web audience spikes massively at Geneva time; we're looking forward to that, too.

## The XC90 clearly defines the limits of width and height my motoring life can handle

### TUESDAY

First big-name design study to appear ahead of the horde is Vauxhall-Opel's pretty GT Concept, which is one of a string of proposed and low-volume production sports cars GM Europe has created over the years – even though neither Vauxhall nor Opel is known

for sports cars. As this issue was closing, GM insiders uncovered details of the very first Vauxhall concept, a 1964 sports coupé (with obvious visual relationships to the later Opel GT) which was also called GT Concept. It is pretty and undoubtedly historically important, but the car from this stable I like most is the beautiful 1966 Vauxhall XVR concept shown here. It looks completely modern to my eye, and barely believable as a 50-year-old.

### THURSDAY

Up early to visit my spiritual home in Essex: the remarkable headquarters of Rolls-Royce and Bentley restorer (and now Rolls-Royce dealer) P&A Wood. My mission was to view a tastefully enhanced

(customised would be completely the wrong word) version of the Rolls-Royce Wraith which Paul and Andrew Wood have started selling in a super-exclusive batch of 10 to discerning customers. The car is unaltered mechanically but subtly improved inside and out by two men who have dedicated the past 50 years to enhancing the looks and quality and image of already-great British coachbuilt cars.

It takes 16 subtle, sometimes intricate modifications to make a P&A Wraith (one of the most effective is simply to paint the gubbins behind the grille in matt black so they aren't visible in low, strong sunshine). Some shiny interior bits are tastefully veneered, fine chrome stripes appear on the body sides and the whole thing looks even more tasteful than before.

Vauxhall's 1966 XVR concept still looks gorgeous



The batch cars are selling merrily at £20,000 extra a copy. Owners seem to be buying them as much to be in Paul and Andy's gang as to enhance their cars, and if I were in the bracket I'd be just the same.

### FRIDAY

Spending a few days in Mr Prior's imposing new Volvo XC90, a pleasant, effortless, nicely built car for the most part, although I'm a bit surprised by the road noise compared with our Range Rover Sport (see more on this on p21) and the slightly jittery low-speed ride. Found the XC90 clearly defines the limits of width and height my motoring life can reasonably handle – which makes me feel a little sorry for the XC90 drivers who will spend most of their lives jousting with others in the drive-to-school traffic.

### And another thing...

**My liking for entry-level motorsport will be tested later this month when I tackle a night navigation rally in our new Astra to evaluate its LED matrix headlights. I'm driving and Vauxhall's Andrew Duerden is on maps.**



steve.cropley@autocar.co.uk

@StvCr

# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £205,000  
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# Lamborghini Huracán Spyder

**31.1.16, Florida** Brash Italian coupé loses its roof in an effort to enhance its head-turning appeal

**D**ismiss it as a boulevard cruiser if you wish. There's even merit to the anti-cabriolet argument for a number of purist sports cars. But frankly, Lamborghinis suck up attention like they suck up super-unleaded, and the Huracán was made to be an open-top.

So here it is, the Huracán LP610-4 Spyder. It has identical running gear to that of the existing coupé, so behind your ears is a throaty 5.2-litre V10, which streams its 602bhp to all four wheels via a seven-speed dual-clutch automatic gearbox.

The fabric hood goes up or down in 17 seconds, at speeds of up to 30mph, but the extra mechanical gubbins needed to lift the lid have increased weight to 1542kg – around 100kg more than the coupé.

So does it feel fat and wobbly on the road? Not remotely. On the streets around Miami it felt strong and taut, with barely a whiff of body flex. Unless you have regular track access, it's unlikely that what small compromises in rigidity there are will encroach on your consciousness.

Our car was on standard dampers, which are really effective. The Huracán bucks and shimmies on really scruffy roads, but it never corrupts its tyres' contact patches or resorts to the wince-inducing bump absorption from which some hardcore sports cars suffer.

What could well annoy you is the rear visibility, since the rear deck is so high that the rear-view mirror barely shows you the roofline of the car behind. Taller drivers will want for a bit more leg room, but by any supercar standards, and particularly by Lamborghini's, this is a car you could live with every day.

Even with the roof down, the clever aero work – including buttresses behind the trailing edges of the windows to suck air back across the deck rather than letting it recirculate in the cabin – keeps things civilised. Roof up, the car's silhouette reveals that the airflow will be fairly uninterrupted, and sure enough, wind noise is well suppressed. You still get a fair amount of tyre rumble and the exhaust echoes gently in the

background, but you can live with it.

In fact, anyone driving a Huracán will wallow in the noise, an acoustic bonanza of popping, burbling, ravening V10. It's more overture than exhaust note, and opening the roof only lets you enjoy it more.

The powertrain is a delight. Twitch the large manual paddles and you feel instantly in charge of the gearbox, letting you make the most of

**Whatever you compare it with, give it everything and the Huracán is savagely, hilariously fast**



The loss of the Huracán's roof has done little to compromise rigidity or ride comfort



Two-seat cabin is as ostentatious as that of the fixed-head Huracán, but high rear deck hampers visibility; fabric roof goes up or down in 17 seconds



The free-revving, 602bhp naturally aspirated V10 is hidden from view, but the noises it makes provide a continuous aural backdrop to the experience



the joyously free-revving V10.

There isn't the gut-wrenching mid-range you get with a turbocharged McLaren 650S or Nissan GT-R, but there's real satisfaction in using the engine's long, crescendoing rev range. And whatever you compare it with, give it everything and it is savagely, hilariously fast.

But there is a niggling sense of something missing. For a start, and

as we've already established in the coupé, the variable-ratio Dynamic Steering that was fitted to our car is to be avoided. On top of that, the four-wheel drive system delivers the same edge of disappointment. Sure, in virtually any normal road use, the Huracán Spyder feels easily edgy enough to satisfy the majority of supercar owners. Dull, it isn't. Push harder, though, and it reveals

a slightly nannying tendency to understeer earlier than you'd like, rather than respond to throttle feathering with the sort of elegant adjustability of a 650S or Ferrari 488.

Even with all that, the Huracán is fun. But this is not a car that ever feels completely unfettered by the veil of electronic interference.

Which brings us back to our point about who's going to drive it, and where. For many, the sense that the Huracán is there to thrill while being a few notches more manageable than its rivals could be exactly what sells it, and we're not going to look down our purist noses at that.

But if you are one of said purists, a Ferrari 488 or McLaren 650S Spider will most likely serve up more of what you're after. But the Huracán Spyder is a masterpiece in its own right, as much due to its design and acoustic artistry as for its engineering.

It isn't where our £205,000 would go, but in terms of what most of the paying punters actually want, Lamborghini has got it spot on.

**VICKY PARROTT**



Buttresses behind the windows keep airflow out of the cabin when the roof is down



**LAMBORGHINI HURACÁN LP610-4 SPYDER**

Not the purist's kind of supercar, but exactly what most people will want it to be



<b>Price</b>	£205,000
<b>Engine</b>	V10, 5204cc, petrol
<b>Power</b>	602bhp at 8250rpm
<b>Torque</b>	412lb ft at 6500rpm
<b>Gearbox</b>	7-spd dual-clutch automatic
<b>Dry weight</b>	1542kg
<b>Top speed</b>	201mph
<b>0-62mph</b>	3.4sec
<b>Economy</b>	23mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	285g/km, 37%

**QUICK FACTS**

PRICE £44,995  
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# Caterham Seven 620S

**20.1.16, Surrey** Unhinged 620R has its hardest edges softened to make a more forgiving road car

When Caterham launched the 620R last year, it promised buyers that they were getting a road-going version of the R600 race car – the supercharged Seven built to satisfy a desensitised lunatic fringe who considered the R300 too pedestrian. The claim was not overstated.

I enjoyed the 620R, just as you might conceivably enjoy an SAS Arctic survival course or being shot from a cannon. Realising that the combination of brutal sequential gearbox and track-spec suspension might not be to everyone's taste, the manufacturer has duly followed it up with this, the 620S.

Being the actual road-going version of the R600, the new model keeps the meat – in this case the 310bhp supercharged 2.0-litre Ford Duratec engine – and swaps out the circuit-based gristle. Thus the springs and dampers are downgraded from 'race' to 'sport' specification, wheels are up to 15in and the gear ratios now belong to a conventional five-speed manual.

You also get other luxuries, such as a roof and doors, and, for the first time in a Caterham range-topper, there's also the option of the marginally bigger SV chassis, which means those of us not stunted by war rationing have room to sit down properly and operate the pedals.

The effect is transformative. Where the 620R was an endurance test of your testosterone levels, wrist strength and adrenal gland, the S is amenable, communicative, only mildly unhinged and massive fun. Its engine remains as it was – hugely noisy, not precisely easy to get off the mark and occasionally grouchy at low speeds – but the new transmission has distilled the colossal shove underneath into something far more wieldy and likeable.

Where the R600's sequential gearbox all but vetoed the idea of moving from slow to fast at anything less than a frenzy, the manual lets you drive languidly, savouring the mixology that results from 219lb ft, a 610kg kerb weight and less abrupt gear ratios. Combined with the much

more obliging Bilstein dampers, that traditional, terrific Seven sensation of low flying between hedgerows, half trying, half dreaming, is returned in abundance.

That makes the S a more winsome thing; what makes it downright brilliant is all the supplementary, hair-raising pleasure that remains buried under the throttle pedal's final third. The mechanical requirements

**Longer punctuations between upshifts help to dramatise the moments of undiluted thrust**



**Sport suspension gives the chassis a level of compliance the race-spec 620R lacks**



It's minimalist and functional rather than comfortable and cosseting; wider SV chassis is available as an option for larger-framed customers



Concessions to road use mean the 620S comes with doors and a roof; the supercharged 2.0-litre Ford Duratec engine makes 310bhp and 219lb ft



of clutch pushing and gearlever pulling mean it takes more than half a second longer to get to 60mph in this than it does in the straight-cut R, but as it still takes just 3.4sec in total, the difference is hardly debilitating.

In fact, while the lost fractions might conceivably be frustrating on track, on the road the longer punctuations between upshifts only help to dramatise the subsequent

moments of undiluted thrust – as does the softer chassis' tendency to pitch back slightly under maximum duress. Certainly there's less traction to be had from the progressive sport set-up than the R's hardy race one, but that's scarcely a problem, either. The S's tendency to slide more manageably at halfway sane speeds simply confirms the notion that it represents the more forgiving – and

overtly playful – side of the 620 coin.

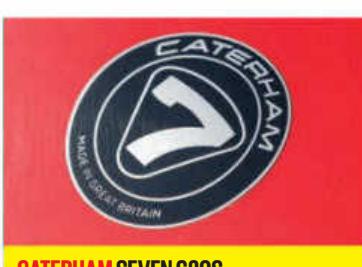
It was good enough, in less than perfect weather, to have me clicking around Caterham's website an hour later. Do so and you'll be reminded of the rub soon enough. The S's removal of the R's trick bits saves £5k, but that still leaves a substantial £45k starting price. You'll also have to live with the Duratec's supercharged thirst (I filled up its admittedly thimble-sized tank twice but only put around 200 miles on the clock).

Previously, I would have argued it was all too much for a Seven, but there is simply too lavish a serving of idiosyncratic pleasure here to ignore. At one end, it delivers just enough comfort-edged tolerance to savour the super-abundance of power. At the other, it manages to be fierce, savagely quick and feelsome in a way that isn't indecently wearing. The combination of performance, friskiness, exhilaration and usability is just impossible not to recommend wholeheartedly. As road-going specials go, it's a five-star one.

NIC CACKETT



Wheel diameter has increased to 15in; manual gearbox is better suited to the road



#### CATERHAM SEVEN 620S

Refettled R600 racer results in a rapid and responsive but forgiving road car. Expensive, though



Price	£44,995
Engine	4 cyls, 1999cc, supercharged, petrol
Power	310bhp at 7700rpm
Torque	219lb ft at 7350rpm
Gearbox	5-spd manual
Kerb weight	610kg
0-60mph	3.4sec
Top speed	145mph
Economy	na
CO <sub>2</sub> /tax band	na



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## QUICK FACTS

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# BMW 330e

**28.1.16, Germany** Plug-in electric power and 2.0-litre turbo petrol combine for pace and efficiency

The BMW 330e is the latest entry into the fast-expanding market for plug-in hybrids. To be sold exclusively in saloon guise in the UK, it aims to sway executive car buyers away from petrol and diesel models with the promise of a zero-emission range of up to 25 miles and combined economy of 148.7mpg.

The starting point for the 330e is the recently facelifted 320i, with which it shares its turbocharged 2.0-litre petrol engine, which produces 181bhp and 214lb ft. Joining it is an electric motor mounted within the 330e's eight-speed automatic gearbox, delivering an added 87bhp and 184lb ft, either in combination with the petrol engine or on its own in pure electric mode. All up, BMW claims total system outputs of 249bhp and 398lb ft, all of which is delivered to the rear wheels.

A 7.6kWh lithium ion battery is mounted in the floor of the boot and charged via a socket behind a flap in the front wing. BMW claims an 80% charge time of just over two hours via a wall-mounted charger or over three

hours via the mains. At 370 litres, boot capacity is reduced by 110 litres over other 3 Series saloon models.

The driveline technology provides the 330e with quite lively performance and superb refinement without any great loss to the 3 Series' overall dynamic properties. There's a nice flexible feel to the delivery in electric mode, and the combustion engine and electric motor combine seamlessly to propel the saloon with real verve. To make the most of its potential efficiency, though, you need to get accustomed to the three driving modes – eDrive, Max eDrive and Save Battery – and be prepared to switch between them. Alternatively, you can leave the 330e to its own devices. Just don't reckon on getting near the official economy claims, though. In real-world driving, expect around 55mpg.

From rest, the 330e is programmed to operate in eDrive mode, in which the electric motor's torque enables the BMW to glide away with thrust that belies the 1735kg kerb weight. BMW admits, however, that the

claimed 25-mile electric range is achievable only at very gentle speeds and without any major inclines.

Seek out greater performance in Max eDrive mode, in which the full reserves of the electric motor are released, and you can hit a limited zero-emission top speed of 75mph.

In hybrid running, the 330e is reasonably swift. With the electric motor assisting the petrol unit, it delivers solid low-end urge and impressive mid-range shove on kickdown, but it is at motorway speeds, with the relatively tall gearing suppressing the revs of the petrol engine, where the new BMW does its best work, proving to be exceptionally refined.

With a premium of £930 over the 320i, the new 330e is competitively priced at £33,935. By comparison, the Mercedes-Benz C300h is pitched at £35,440, and the Volkswagen Passat GTE costs £37,500. With an official CO<sub>2</sub> rating of 44g/km, the BMW qualifies for the government's OLEV grant and will allow owners to evade the London congestion charge.

If your commute is mostly on urban roads and no longer than 25 miles each way, the new BMW could theoretically allow you to drive on electric power for the working week without ever engaging its combustion engine – provided you can plug it into a high-voltage charger at your destination. The 330e also impresses with its overall dynamic ability out on the open road.

We'll need more time behind the wheel in the UK to provide a full assessment of its dynamic qualities, although on smooth German roads its retuned chassis coped well with the added weight of the electric motor and battery. There is added firmness in the ride, but overall this is one of the most engaging hybrids on the market right now.

**GREG KABLE**

## BMW 330e

**A refined hybrid that loses little to a regular 3 Series in terms of dynamics and performance**



<b>Price</b>	£33,935
<b>Engine</b>	4 cyls, 1998cc, turbo, petrol, plus electric motor
<b>Power</b>	249bhp (combined)
<b>Torque</b>	398lb ft (combined)
<b>Gearbox</b>	8-spd automatic
<b>Kerb weight</b>	1735kg
<b>0-62mph</b>	6.1sec
<b>Top speed</b>	140mph
<b>Economy</b>	148.7mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	44g/km, 5%



Charging the battery to 80% takes just over three hours via mains; 330e feels swift when the electric and petrol motors combine

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# Lexus GS F

**25.1.16, Surrey** Lexus throws its hat into the super-saloon ring with a naturally aspirated V8

**T**he 471bhp GS F is Lexus's entry into the super-saloon market. It follows the standard template for its kind with a hearty V8 powering the rear wheels, seating for at least four and a decent boot.

The GS F stands out because it has no forced induction. While the BMW M5 and Mercedes-AMG E63 are turbocharged, the GS F's 4969cc V8 is naturally aspirated, with its peak torque of 391lb ft developed at a lofty 4800-5600rpm. In the Germans, maximum twist is more than 500lb ft and comes at little above tickover.

Modifications over the normal GS include chassis-stiffening reinforcements, aluminium-intensive components for the suspension, stiffer springs with passive performance dampers from ZF Sachs, upgraded Brembo brakes and a torque-vectoring differential. Styling tweaks add aggression to the nose, side skirts and rear with the help of a carbonfibre front splitter and boot spoiler, brake cooling ducts, 19in wheels and four exhaust tips.

Striking though the GS F's exterior might seem, it's positively meek compared with the car's made-over cabin. Our test car featured red leather, black leather, black Alcantara

with blue stitching, satin-effect inserts, carbonfibre accents and an array of textured plastics.

The surfaces range from genuinely luxurious to disappointingly scratchy, and some of the switchgear looks and feels from either a bygone era or a much lower class of car. But the wrap-around, high-backed seats are comfortable, the ergonomics are good and there's genuinely room for four 6ft-tall adults to sit in comfort. The infotainment system uses a generous 12.3in screen, but its joystick controller can't match the efficient simplicity of, for example, BMW's iDrive.

The GS F gets closer to the M5 for pace, giving away just 0.3sec to 62mph, with a time of 4.6sec. This is partly because while the Lexus's V8 is 81bhp and a whole 185lb ft shy of the BMW's twin-turbocharged unit, the GS F weighs 155kg less than its rival.

In fact, the car feels surprisingly quick-witted on the road, its surface-hugging suspension and trick differential helping you to deploy power effectively and with confidence. Out of the four drive modes, the steering gains welcome weight only in Sport S+ but is always faithful and offers a degree of feel.

Choose Sport S or Sport S+ to release the V8's full potential and you're rewarded with refreshingly sharp throttle response, but those expecting a linear power delivery might be surprised by the distinct hike in pace at the 3800rpm mark, when the induction noise changes from a subdued but robust warble to a bellowing growl. The charge continues all the way to the lofty 7300rpm rev limiter, where, if you're in manual mode, it will faithfully remain until you upshift.

Yet the eight-speed automatic gearbox is generally not so obedient. First gear has been designed to aid swift step-off, but in reality, if you're creeping out of a junction and add more throttle, there's a palpable delay before it responds. Kickdown requests are sometimes met with a stint of acceleration in the current gear before the 'box finally downshifts; at other times, it comes as requested but is swiftly followed by what feels like an economy-hunting upshift. Use the paddles to choose gears yourself and shifts are sometimes gentle and at other times aggressive, seemingly without regard for throttle inputs. Less neurotic transmission mapping would allow

you to properly engage with what is a quite characterful engine.

Otherwise, the GS F is well mannered on UK roads. Its urban ride is firm but not crashy, and while it patters a bit on the motorway, neither foible is that bothersome, especially when traded off against the car's relative athleticism on more challenging sorties.

The GS F's generous kit list makes it seem comparatively good value next to an M5 or E63, which are four and five grand pricier respectively, but the German cars have better gearboxes and more consistent cabin quality and are more efficient.

The Vauxhall VXR8 GTS is both cruder inside and much less economical than the Lexus, but it also offers a better driving experience and costs £15,000 less. So while the GS F has a strong engine and tidy handling, there are other options in the super-saloon class that make stronger cases for your cash.

**RICHARD WEBBER**

## LEXUS GS F

**Strong, naturally aspirated V8 and neat handling are let down by a neurotic gearbox**



<b>Price</b>	£69,995
<b>Engine</b>	V8, 4969cc, petrol
<b>Power</b>	471bhp at 7100rpm
<b>Torque</b>	391lb ft at 4800-5600rpm
<b>Gearbox</b>	8-spd automatic
<b>Kerb weight</b>	1790kg
<b>0-62mph</b>	4.6sec
<b>Top speed</b>	168mph
<b>Economy</b>	25.2mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	260g/km, 37%



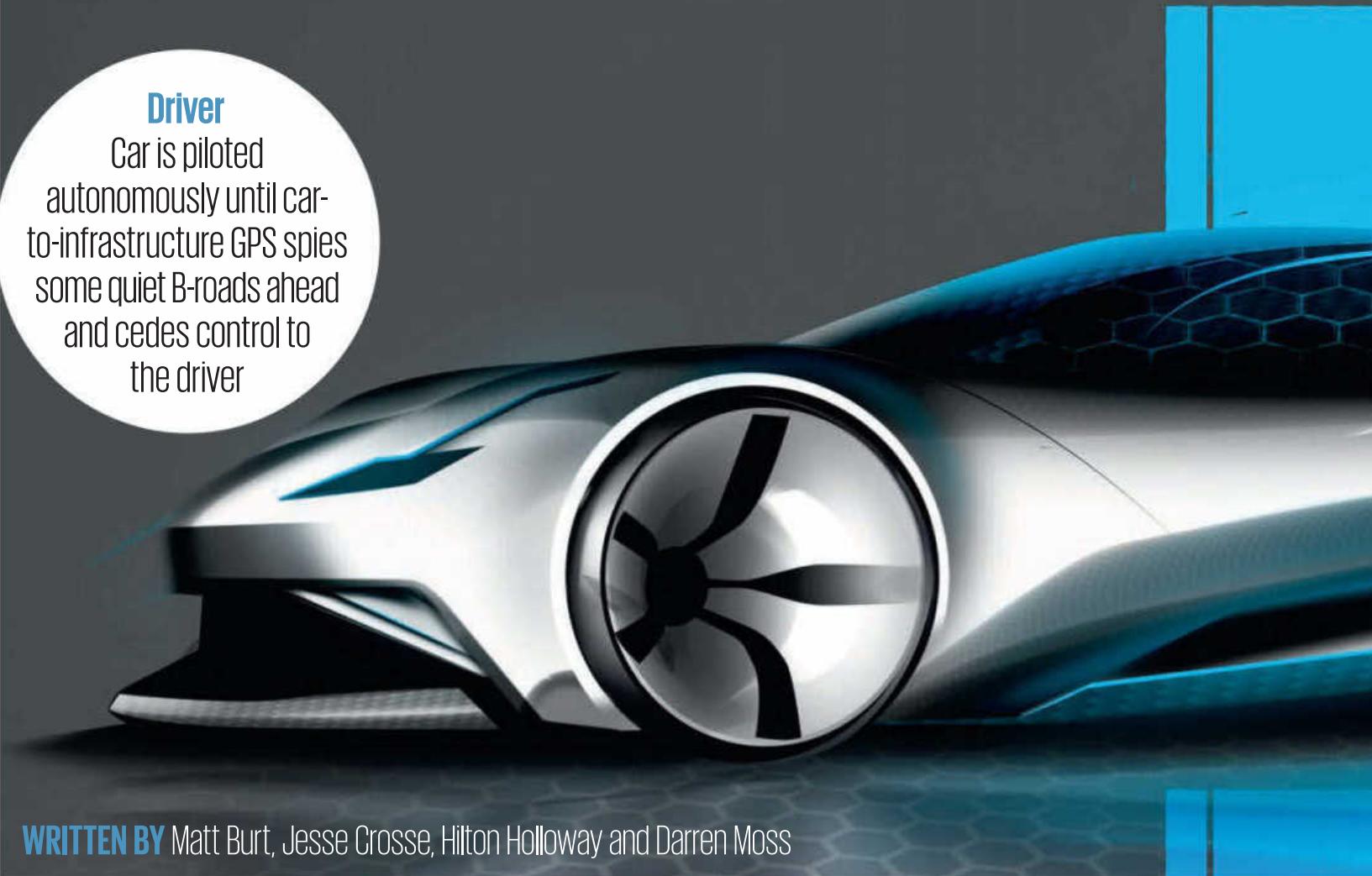
Comfortable cabin is a patchwork of materials and surface finishes; the GS F is agile and responsive and puts its power down well

# THE FUTURE

How will the motoring landscape look 25 years from now? Will the combustion engine be dead? Will we even be allowed to drive cars? Over the next 10 pages, we look into the crystal ball to picture the future for cars and driving

## Driver

Car is piloted autonomously until car-to-infrastructure GPS spies some quiet B-roads ahead and cedes control to the driver



**WRITTEN BY** Matt Burt, Jesse Crosse, Hilton Holloway and Darren Moss

# OF CARS

## Chassis

Constructed from a mix of lightweight steel, aluminium, carbonfibre and bio-materials; engine parts are made of plastic

## Motors

In-wheel electric motors are powered by a lithium sulphur battery that's good for a driving range of more than 350 miles

## Tyres

Adaptive tyres change shape according to road conditions and convert heat energy to electricity

**R**elax: a quarter of a century from now, those of us who enjoy driving will still be turning the steering wheel, pressing the pedals and shifting the gearlever with our own limbs, via inputs from our brains and feedback from our senses.

At least, we hope we will, because we're not quite ready to change the masthead of this magazine to 'Autonomouscar'. That doesn't have a good ring to it at all.

It isn't getting any easier to be a keen driver or a maker of performance cars. As the years grind on, manufacturers are coming under increasingly intense legislative pressure to improve safety and efficiency and reduce pollution while at the same time facing pressure from their own executive boards to sell more cars and make them more cheaply.

Rest assured that car makers are not hell bent on forcing us to let the machines do all the work all of the time, though. Most manufacturers rely on a strong emotional link with drivers to sell their latest models. As drivers, we connect with our cars for myriad reasons: the way they look, smell and feel, how they save us time and money, but also how they drive. We'd wager that Autocar readers aren't interested in getting into an anonymous, autonomous box-on-wheels and emerging at the other end of their journey without having had any input into the process.

So although the sports car of the future might look a little different from today's – perhaps it could be similar to our artist's impression on this page – and might be packed with the kind of technology that is only now appearing on the radar of manufacturers' R&D teams, we're laying our cards on the table and saying there will still be a time and place for driver engagement in 2040.

It might only be on a track day or a desolate stretch of the B4425, but the motor car's powerful ability to excite, entertain and engage won't be altogether confined to the history books. Truth be told, gauging the direction of the car industry is a challenge rendered nigh on impossible by the sheer pace and intensity of change and development. We've had a good go, but if you have your own vision of the future, or disagree with us, we'd love to hear about it at [autocar@haymarket.com](mailto:autocar@haymarket.com) (or via mind meld). **MB**

## What sort of engine will my car have?

As we move closer to 2040, "the majority of cars will be electrified in some way and the engine may no longer be the primary drive; its role would be to support an electric motor", says Ricardo's chief technical and innovation officer, Neville Jackson. In that case, the engine is likely to be smaller, highly boosted by turbocharger or an electrical boost system and redefine the idea of high efficiency.

Today, only about 20-30% of the fuel burned in an engine is converted to power and Ricardo has many ideas for devices to recover heat energy that is normally wasted through the exhaust and cooling system. One idea is to use it to drive a small Stirling engine (originally invented in 1816 as a rival to the steam engine). The Stirling engine relies on an external heat source to develop mechanical energy, which in this case would be fed back into the driveline. Another idea is to use thermo-electric materials, turning heat into electricity to help power the electric traction motor of a hybrid.

An engine of 2040 might not be the →



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Vehicle shown is 2016 MG3 3Form Sport in Red Rose with black roof and White Trophy Stripe graphics pack.

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Models shown - 2016 MG3 3FORM SPORT in Red Rose with black roof and White Trophy Stripe graphics pack at £10,553 and MG6 TL in Passion Red at £17,995. On the road (OTR) price of £8,399 applies to the MG3 3TIME with no optional extras and £13,995 applies to the MG6 S. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. 'From' prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results.

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Toyota Mirai hydrogen fuel cell car shares its skeleton with hybrids



**'A hydrogen infrastructure is difficult to scale up, but once there, it's a profitable business'**

◀ four-stroke engine all cars use today. It may, for example, be a split-cycle engine where cylinders work in pairs, one for intake and compression, the other for power and exhaust. Alternatively, engines may become a hybrid between a petrol and a diesel engine, switching between spark and compression ignition and possibly burning a future cocktail of fossil and synthetic fuel. "The technical opportunities are immense," says Jackson, "and for the average motorist, cars will just get better and more efficient." **JC**

## Will hydrogen power take off?

For almost two decades, the world has been tantalised by the idea of hydrogen fuel cell electric vehicles (FCEVs), with ample range and no tailpipe emissions except water and heat. Now the chances of the hydrogen fuel cell car gaining a major foothold by 2040 are improving.

"If the hydrogen infrastructure business model works and the car manufacturers become serious, there could be a significant ramp-up after 2020. You could be looking at millions to tens of millions of cars by 2040," says David Hart of sustainable energy consultant E4Tech and former head of fuel cells at Imperial College.

Hart rates the leaders in the field as Toyota, Honda and Hyundai. Toyota's Mirai has the same "skeleton" as Toyota's hybrid models, but what's different is the power source, says Toyota fuel cell specialist, Julien Roussel. A hydrogen fuel cell feeds electricity to a buffer battery, which provides the transient response to the accelerator pedal for acceleration and stores electrical energy recovered by regenerative braking. "This is the ultimate evolution of our core hybrid technology," Roussel explains.

A fuel cell 'stack' contains hundreds of the small individual cells converting compressed hydrogen and airborne oxygen into electricity, with only heat and water as by-products. Hydrogen is

stored in carbonfibre tanks at a pressure of 700bar. Manufacturing both was once labour-intensive, but Toyota has reduced manufacturing costs by introducing automation and producing everything, including the carbonfibre hydrogen tanks, in-house.

The energy density of hydrogen storage on board is around five times higher than that of today's battery technology by weight and the Honda FCV Clarity introduced last year has a range of 435 miles on one fill. Refuelling time is equivalent to that of petrol or diesel and hydrogen fuel is at least as safe to use as the other two.

Building an infrastructure of hydrogen filling stations remains a challenge to the large-scale adoption of FCEVs. By the end of 2016, there should be around 200 hydrogen filling stations globally. "A hydrogen infrastructure is difficult to scale up, but once it's there, it's a profitable business in its own right," says GM fuel cell expert Ritmar von Helmolt. "Recharging stations for electric vehicles are not, because the cost of operating them is significantly more than the cost of the energy being sold."

There's plenty of global investment. In Europe, £1 billion has been budgeted to support hydrogen and fuel cell development from 2014 to 2020. **JC**

## Will I still be putting petrol or diesel in my car?

Fifteen years ago, the oil industry warned that oil could become uncomfortably expensive to extract by 2040 and that some oil-producing areas could begin to dry up. Today, the story has changed. According to BP, fossil fuels are going to become cheaper and easier to extract. Between now and 2050, BP estimates there are 4.8 trillion barrels of 'oil equivalent' energy (oil and gas) that can be recovered using today's technology and the projected demand to 2050 is 2.5 trillion barrels. A further 2.7 trillion

could be available through new discoveries and improved technology.

BP is less optimistic about the uptake of radical new technologies such as the hydrogen fuel cell and thinks the global energy demand for transport until 2035 and beyond is likely to be met largely by liquid fuels. Some alternatives can compete with oil on cost, though, such as Brazilian sugar cane ethanol and synthetic liquid fuel made from natural gas using the Fischer-Tropsch gas-to-liquids technology. The report also says that by 2050, biomass could sustainably match the amount of energy produced from oil through careful selection of land, crop management and the use of crops such as the fast-growing grass Miscanthus. **JC**



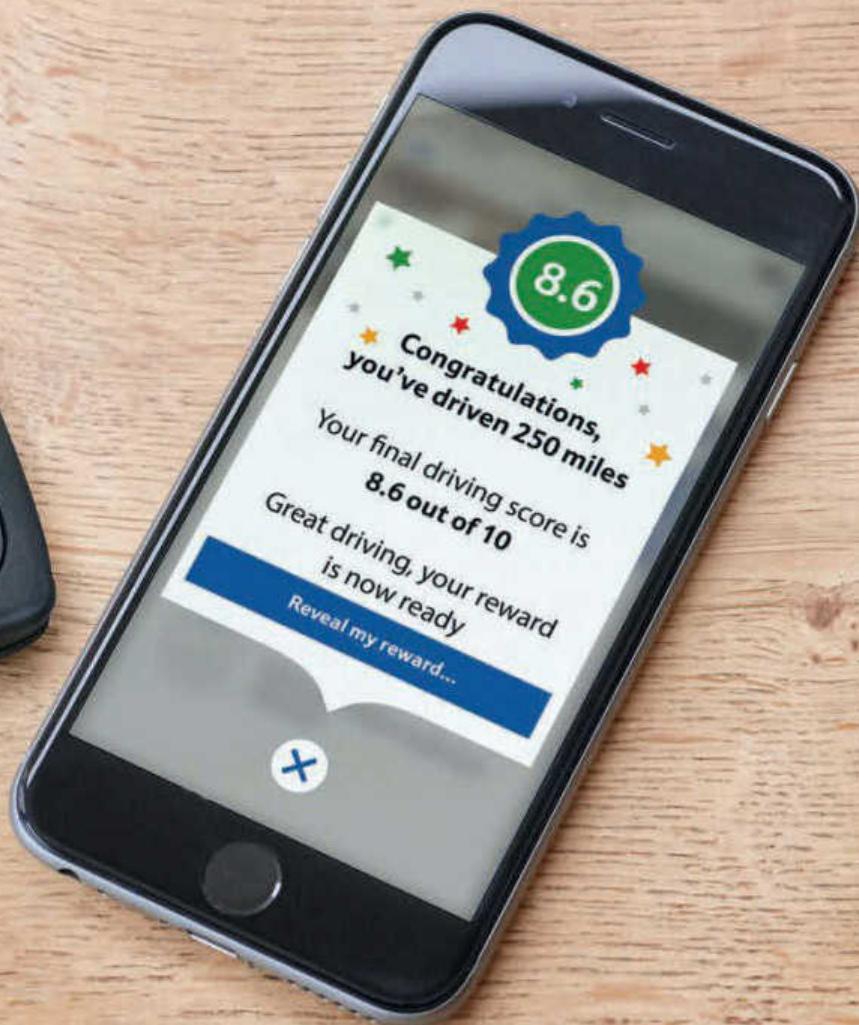
Audi is currently experimenting with synthetic fuels

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## What sort of tyres will my car have?

Tyres are already an integral part of a car's performance today, but they will have an even bigger role to play by 2040. "The trend for 2040 is for cars to be connected. Interest is growing in using big data by connecting vehicles so they can communicate information about road conditions," explains Goodyear's director of technology programmes, Romain Hansen.

The first stage will be connecting tyres wirelessly to the vehicle to improve safety. "If the vehicle knows the composition of the tyre and how it performs, the ABS system can reduce stopping distances in all conditions," says Hansen.

Once that stage is reached, cars will be able to share information about the road surface condition and temperature with other vehicles via vehicle-to-vehicle connectivity (V2V). Adaptive tyres demonstrated by Goodyear's TripleTube concept will change shape according to road conditions and use. In the wet, the pressure will increase to produce a longer contact patch better able to resist aquaplaning. The use of thermo-electric materials will convert heat energy otherwise lost when the tyre deforms in use to electricity. Piezo electric chips embedded in the tyre's sidewall will also recover energy normally lost when the bottom of the tyre deforms as it rolls. Rice husk ash, which normally goes to landfill, is rich in silica and is typical of new materials that will be used to make tyres more sustainable. **JC**

## Will my EV's range have improved?

The major stumbling blocks of any battery electric car are range and the time it takes to recharge. By 2040, things could look very different, with battery electric cars capable of driving up to 500 miles on a single charge and taking a 75% charge in as little as 15 minutes.

Battery tech will take a leap by 2020 and another by 2030

Adaptive tyres, like Goodyear's, alter their shape to suit conditions



The race is on to develop lighter, cheaper, more sustainable batteries with much higher energy storage capability (energy density). A typical EV battery today has an energy density of 30kWh, giving an average range of around 100 miles. By the end of the decade, Bosch aims to have a second-generation 60kWh solid-state battery capable of delivering a range of more than 200 miles.

Today, not all lithium ion batteries are chemically the same and are made from a variety of chemical cocktails. Those with the highest energy density (giving the longest

range) use cobalt in their chemistry, but there's a catch. "Cobalt is a rare metal available from a few mines in the world," says Joachim Fetzer, head of petrol engines and electromobility at Bosch.

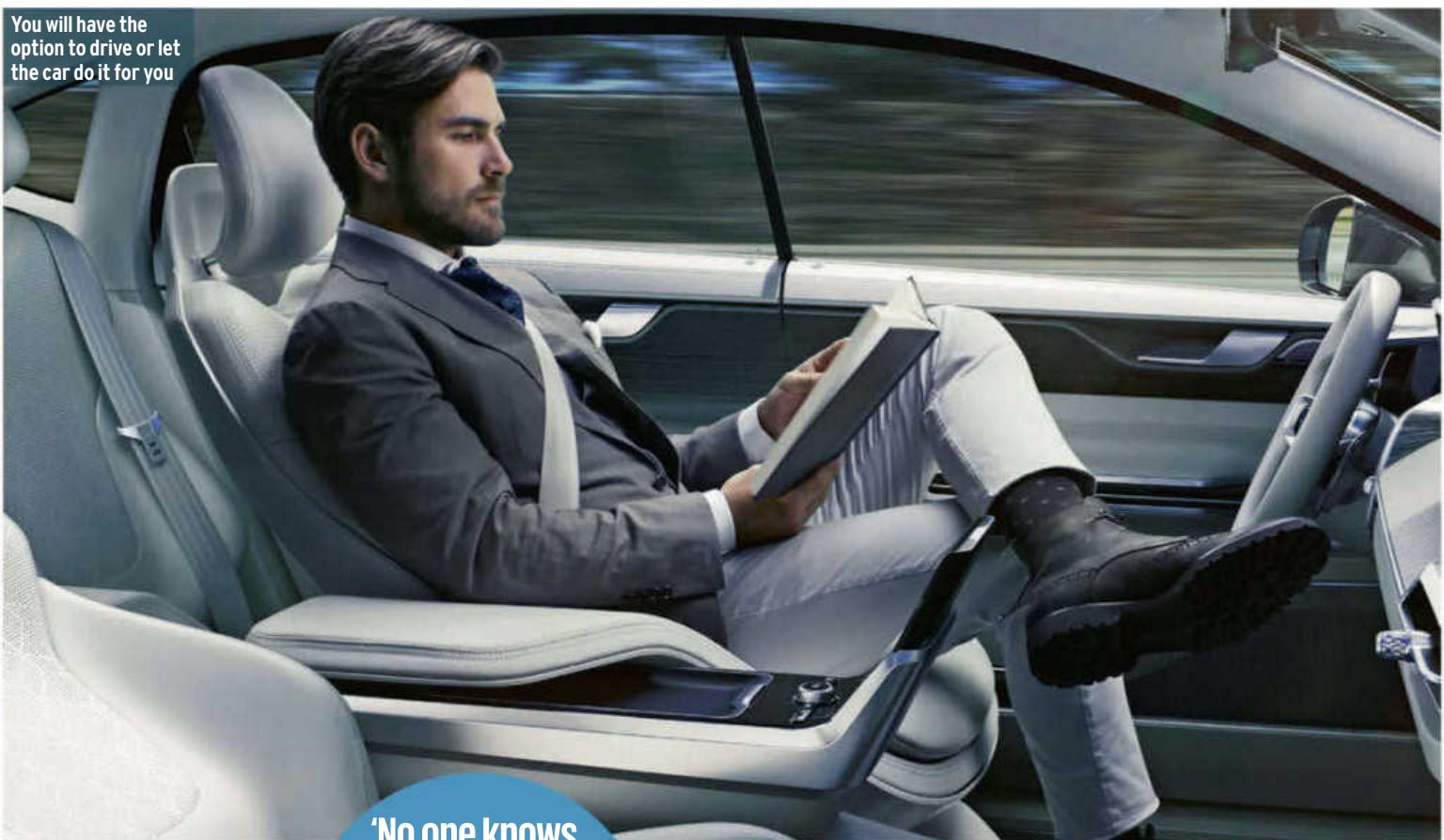
A third-generation lithium sulphur battery is expected to solve those problems by 2030. This oddly named 'post-lithium' technology will be safe and light and have twice the energy density (128kWh) of a second-gen battery of the same weight.

This should give a car the size of the recently unveiled Chevrolet Bolt a range of around 400 miles. **JC**

**Battery electric cars could do 500 miles on a single charge and take a 75% charge in just 15 minutes**



You will have the option to drive or let the car do it for you



## Who, or what, will be driving my car?

Will we be driving the cars of the future or will they be driving us? Probably a bit of both and all major manufacturers are working on self-driving cars today.

Autonomous technology isn't new. It has been creeping up on us for two decades, says Tony Harper, head of research at Jaguar Land Rover. "We are on a trajectory that began with radar, adaptive cruise control, then blind spot monitoring, which moved radar to the sides of the car, and now there are forward-facing cameras."

The next stage is sensor integration and further development of software algorithms. "By 2020, we'll see parking functions joined by low-speed manoeuvring in traffic jams and some high-speed driving, like lane changing, will become automated," says Harper.

Beyond 2020, more complex sensors such as lidar will be needed and Harper thinks the first production applications of full autonomy will be "short-range missions", like fully autonomous valet parking and autonomous driving in dedicated lanes of motorways. The number of zones will grow as the infrastructure is developed to accept autonomous vehicles, but eventually, says Harper, "restrictions will drop off one by one until we get to full autonomy. No one knows exactly when that will be, but the journey will start by 2025."

So by 2040, will cars be completely self-driving or will the driver still have a choice? Harper says: "We believe cars are there to be driven, but there are lots of situations where we might choose autonomy, from summoning a car to you, to taking over on a boring journey and increasing your productivity."

Special training won't be needed to use

**'No one knows when we will get to full autonomy on our roads, but the journey will start by 2025'**

an autonomous car, in Harper's view. "If someone needs training to use an autonomous feature," he explains, "then you've got the autonomous feature wrong. It should do what you expect it to do." It should not be a big step for a driver to submit to the car taking control, either. "One of the things the car can do is assess the 'threat' level and decide whether it's safe to go into autonomous mode or not."

The three-year, £19.2 million UK-Autodrive is just one project, of which Jaguar Land Rover is a member, designed to test these theories before fully autonomous cars appear on the roads. **JC**

## What will car interiors look like?

We've already got digital instrument clusters and digital infotainment screens, but melding the two together to create one, unblemished surface is seen as the next step in creating the next-generation car interior.

BMW has already previewed its own future cabin, which includes a large screen running



This is Mercedes' take on how car cabins might evolve



almost the full width of the cabin. The system is fully prepared for autonomous driving, allowing drivers to take video phone calls when the car is in self-driving mode and showcasing content from the firm's Open Mobility Cloud when the driver enters the car.

The next step is to allow drivers to personalise the cabin, choosing themes for the dashboard and even downloading different dial styles for the instrument cluster.

Early versions of this personalisation are already available, with Mercedes-Benz pre-loading the new E-Class with three themes that change the look and content of the instrument cluster and infotainment system.

In the more immediate future, expect far more cars to come with digitised instrument panels. As Audi has shown, the technology can be quickly adopted into new vehicles and in time will become cheaper to fit than standard analogue dials. **DM**

## Won't these high-tech interiors distract me?

Haptic feedback isn't new technology in itself – it already features in cars such as the Lexus NX – but it's all designed to help keep drivers' eyes on the road, rather than on the infotainment display.

Bosch is taking the system to the next level. Its take on haptic feedback is capable of replicating

**Pressing a touchscreen could become old-fashioned. Gesture control is the next step**



You'll be able to operate features with hand gestures

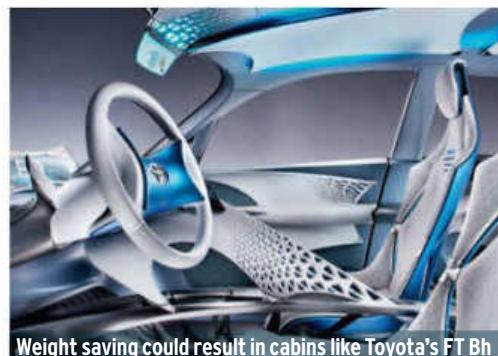
the feeling of real buttons on a flat surface, and drivers 'push' down on the surface to activate various functions. The system can recognise the amount of pressure applied to the surface, resulting in different functions. A light touch might open a help menu, for example, whereas a more firm touch would activate the e-call system.

Even pressing a touchscreen could become

old-fashioned. The next step in infotainment systems will be gesture control. Your movements will be tracked by internal cameras, so the car knows who is asking for the volume or temperature to be turned up, and where. Beyond that, the technology also allows cars to recognise when drivers are approaching and open the door automatically for them. **DM**



Full-width screen will allow video calling in autonomous BMWs



Weight saving could result in cabins like Toyota's FT-Bh



New E-Class previews a trend for personalised displays

Toyota's new system makes it easier to do personalised specs



Toyota's new production line sits directly on the floor and is clipped together in sections



Cars like Mirai show potential of 'skateboard' chassis

## How will cars be made in the future?

We'll certainly still have production lines and component deliveries will still be made to the line-side 'just in time' by component makers, whose factories are situated close by. However, there are two things that car makers would like to be able to achieve on conventional production lines that haven't yet been cracked.

One is the ability to build cars with individual

specifications much more quickly and efficiently, because at the moment a car specified by a private buyer can take up to 12 weeks from the showroom order to final delivery.

The other thing that manufacturers are chasing is the ability to efficiently reduce capacity during a sales downturn.

This is why Toyota's attempt to reinvent the car factory and the conventional production line looks like it could be the future for car manufacturing. As you might expect from the company that led the world in lean manufacturing

If a new feature is added to a car, the production line can be extended in a matter of hours

and being clipped together in sections. This allows a line to be shortened or extended in a matter of hours. The line-side equipment that helps production line workers pick up and mount heavy sub-assemblies, such as dashboards and seats, has been re-engineered by the company's own engineers.

This equipment will be lighter, simpler and moveable, rather than fixed in position.

The upshot is that if Toyota decides to add a new feature to a vehicle, the production line can be extended and a new work station added in a matter of hours.

Moreover, Toyota's reinvention of the production line will also allow individually specified cars to be built as part of production runs. For example, Toyota engineers have designed a radically downsized plastic slush moulding machine, so if a customer orders the more expensive dashboard finish, it can be created line-side in seconds. There's even a line-side sewing machine that can be used to create a stitched finish for the dashboard moulding. Only the body welding remains highly automated in the new-age Toyota factory.

In tough times, Toyota can shorten or even mothball this new production line and the line-side equipment, potentially completely clearing a whole production hall, which can then be shut down.

Toyota's new production system will be phased in with each new factory that it builds, so the company should have switched to the new system by 2035 or so.

However, there is one other future scenario for car production. If vehicles powered primarily by electric motors become the norm, car makers could be reduced to operations that just produce bespoke upper bodies and interiors.

That's because electric motors and battery packs would become commodity items (like computer chips) bought in from outside suppliers. 'Skateboard' chassis that simply

vary in length and width, as used by Tesla, could also be sourced externally.

Such a future would necessarily simplify conventional car factories as the running gear becomes generic and the car makers put more effort into vehicle design and anything that makes a brand more distinctive. **HH**

## What will my car be made of?

Twenty-five years on from the first serious use of carbonfibre in a mainstream production car with the 'Carbon Core' of the 2015 BMW 7 Series, cars will be constructed using a wider variety of lightweight materials than today. Even engines and gearboxes could be partially made from plastic in 2040, giving substantial weight savings.

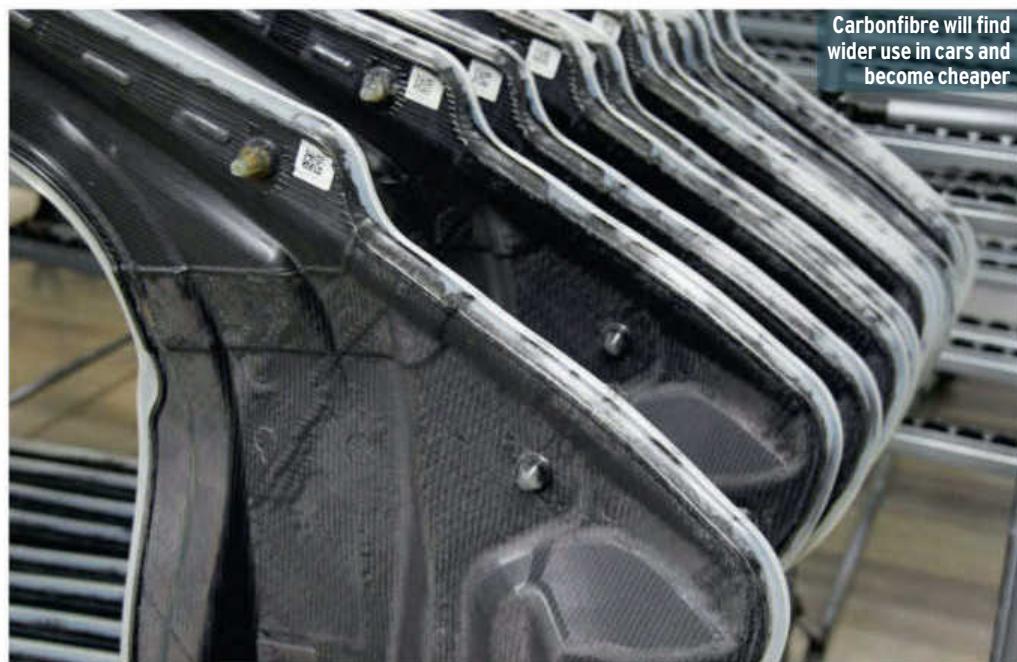
Transmission specialist Drive Systems Design is working on transmission casings, gears and synchronisers made from polymers. "The most highly stressed areas of gears could be given a spray-on metal coating and the less stressed areas made from high-performance plastics," says managing director Mark Findlay. Plastic components not only weigh less but also absorb vibration and noise.

Solvay, a manufacturer of high-performance polymers, is the leading sponsor of a project called Polimotor 2. "We want to make a fibre-reinforced polymer composite internal combustion engine to demonstrate the potential for lightweighting using plastics," says Solvay global marketing manager Mark Wright.

Polimotor 2 is the brainchild of Florida-based engineer Matti Holtzberg, who developed and raced his first plastic engine, Polimotor 1, in the 1980s. Polimotor 2 is largely constructed from polymer and composite materials (including the block), with steel and alloy used for key components such as the crank, flywheel, cylinders and combustion chambers.

Lightweight steel, aluminium, carbonfibre, plastics and some bio-materials such as flax are likely to form the main structure of cars in 2040. If the carbonfibre industry is successful in its aims, the price of carbonfibre as a raw material could be more than 80% lower than it is today. **JC**

Even engines and gearboxes could be partially made from plastic in 2040, giving big weight savings



in the 1980s and 1990s, Toyota has gone right back to basics. After Toyota's sales were badly hit by both the 2009 global financial crash and the great Japan earthquake in 2011, the company froze investments in new factories and decided to rethink the conventional production line. The result is a new way of building factories and installing line-side equipment.

Firstly, Toyota no longer uses overhead production lines. This allows the new factory building to be simpler and less expensive to build, light and heat.

Secondly, the production line is built like a model railway track, sitting directly on the factory floor

Concepts for future urban travel are still trying new themes



The move to push cars out of the city centre is exemplified by what's happened in London

## Will connected cities 'design out' the car?

The phrase 'connected city' has become a favourite of governments and urban planners in recent times. The idea is a simple one: using the internet and interconnection to make big cities operate more efficiently. That could mean simple things like street lighting that shuts down until movement is detected or providing by-the-second information on public transport.

The idea of a city based on the internet and big data is much more easily realised when the city is built from scratch. The biggest project in the UK is called 'Old Oak and Park Royal', a big ex-industrial area in the Willesden area of north-west London.

But it's projects such as this that make car makers nervous. Building a new connected city from scratch could result in private vehicles being completely 'designed out' and prevented from driving through these new urban areas.

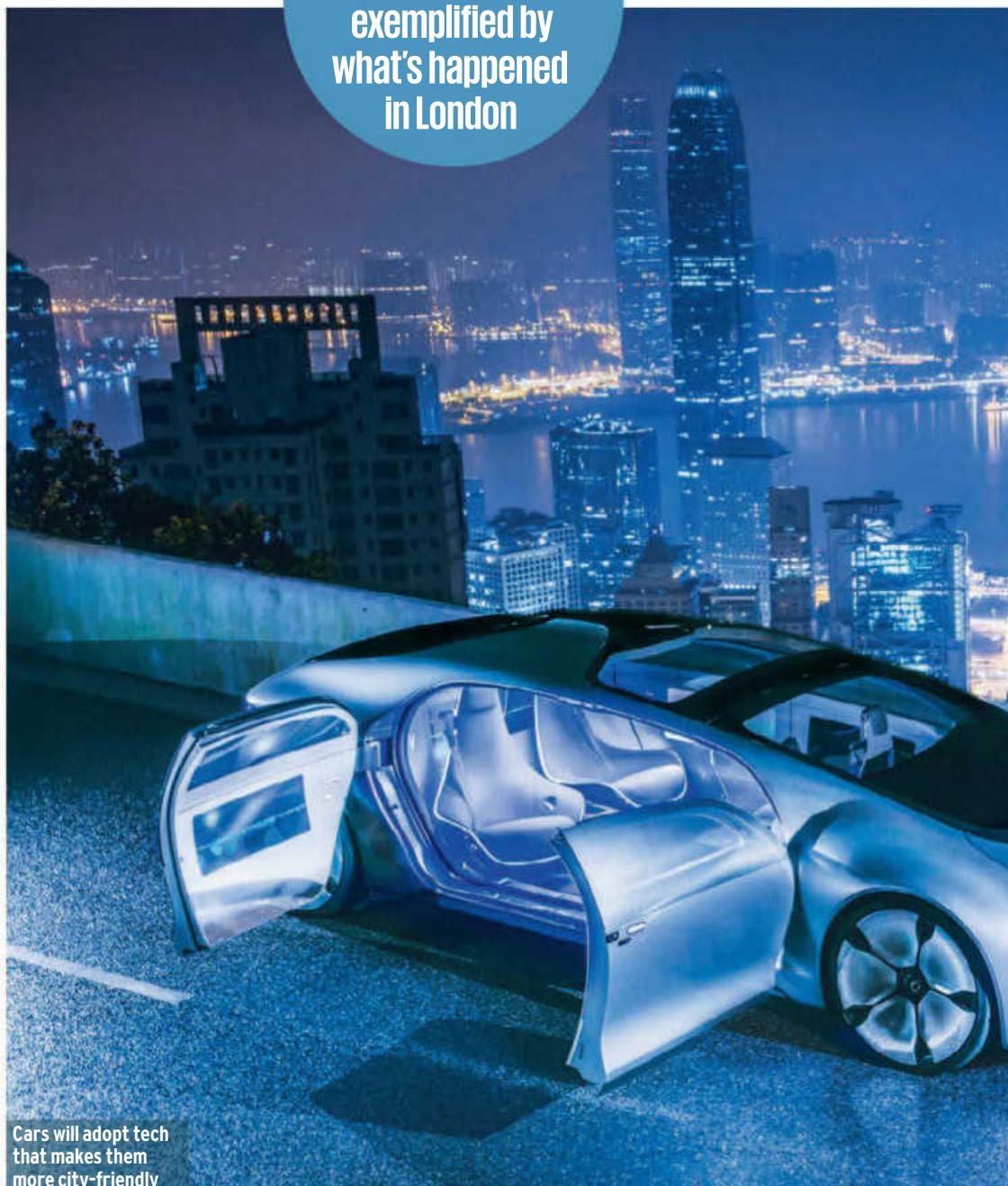
Audi boss Rupert Stadler brought up this subject with Autocar late last year. He said potential Audi owners were even starting to find it difficult to find parking spaces in city centres.

The move to push private cars out of the city centre is exemplified by what has happened in central London over the past 16 years. Since the creation of Transport for London, the capital has seen road space removal, junction blocking and a significant reduction in on-street parking places that have, in turn, been handed over to car share schemes and a bicycle rental programme. Indeed, a huge scheme to take away significant road space on the capital's main east-west artery for a major dedicated bicycle lane is currently being completed.

On top of that, air pollution from diesel vehicles is now a major political issue in many European capitals, with threats in Paris to eventually ban diesel power altogether. London has already said it will require all taxis and private hire vehicles to be zero-emissions capable later this decade.

The car of the future – if it wants access to the city centres of the future – will have to have virtually no environmental impact locally, possess the ability to avoid accidents and generally make moderate and gentle progress through built-up areas. Nearly all cars will adopt petrol-electric hybrid transmissions with back-up batteries big enough to allow a city centre to be crossed in zero-emissions mode.

These cars will also have automatic braking,



Cars will adopt tech that makes them more city-friendly



pedestrian and cyclist-detecting cameras and even more sophisticated anti-collision technology. Sat-nav systems will be updated by the second with information collected by other vehicles.

For example, Hyundai's flagship Genesis G90 has a home-market sat-nav that warns the driver of speed bumps (very useful at night), local speed limits and even the presence of local schools. It also uses aggregated traffic accident information to warn the driver when he is entering a section of road with a higher-than-average history of accidents. Localised weather reports for different areas of the capital, Seoul, are even on offer. Such information – automatically generated by future vehicles as they drive around – is sent to the cloud and then downloaded to the sat-nav system. Future cars will also be able to connect with traffic lights so the car's hybrid transmission can calculate whether it is more fuel efficient to shut off the engine and coast to a set of lights that are about to change to red.

More will be needed, though, to safeguard the car's presence in the cities of the future. Audi is so concerned about the provision of parking that it is sponsoring a project in Boston, the US, that involves the building of compact underground car parks into which autonomous vehicles (remote parking is already a live technology) can self-park.

The car of the future will be heavily influenced by technology that makes it much more friendly to the cities of the future, but we might not have to wait so long for such cars to become mainstream. New models launched in 2020 are likely to be already packed with the technology outlined here. Car makers have to get ahead of social trends and city policy makers. These near-term models will be future-proofed for decades to come. **HH**

## How will I charge my EV in 25 years' time?

Electric vehicles and plug-in hybrids will become easier to use thanks to the availability of wireless charging. Instead of plugging in, simply parking the car over a pad will charge the battery. Wireless charging works by "magnetic resonance", explains Qualcomm's Chris Borroni-Bird. "We can operate with gaps up to eight inches. You can think of it in the same way as an opera singer shattering a glass with the voice." A coil in the charging pad generates an alternating magnetic field in a similar coil mounted underneath the car to generate electricity by electromagnetic induction.

Qualcomm is also developing 'dynamic' wireless charging systems with pads installed at intervals below the road surface to charge as you drive. In 2015, Highways England kicked off an 18-month project to test "dynamic wire transfer technologies" off road. Some experts suggest the cost of installing charge-as-you-drive equipment could be ruled out as a 2040 vision, especially if long-range batteries and hydrogen fuel cell technology take off. **JC**





# LAGONDA, NOT

Aston Martin has revived its dormant Lagonda brand to lure the ultra-rich, and the first



# FORGOTTEN

evidence is this: the limited-run, £685,000 Taraf. **Mike Duff** drives it





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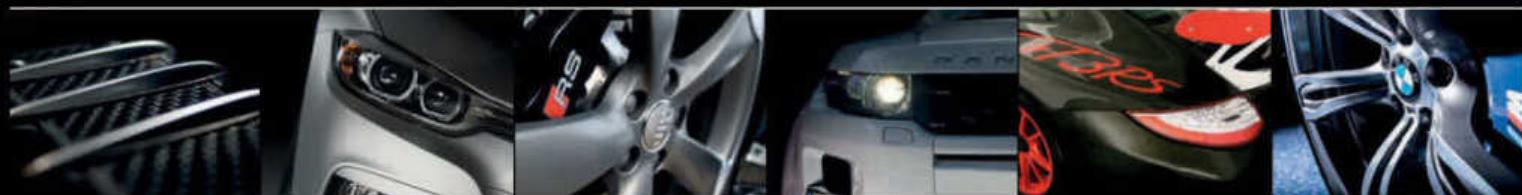
DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

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You don't have to go too far back into Aston Martin's tortuous corporate history to find a time when Lagonda saved it. Indeed, it's the car that most people will associate with the name, the wedgy 1970s Aston Lagonda saloon, that can take the credit.

This was a car famed for both its opinion-splitting design and the unreliability of its electronic systems, but one that also found a steady seam of buyers in an era when Aston was struggling to interest people in its increasingly outdated sports cars. Only 650 Lagondas were produced in 13 years, but they brought in much-needed revenue during a time when the company's annual production never broke out of three figures, and sometimes dropped into two. Without it, there's a very good chance Aston wouldn't have survived for long enough to reach its modern renaissance.

Yet here's a Lagonda that's certain to be even rarer than its doorstop-profiled predecessor. The Taraf is the first of what, in time, is likely to become a range of Lagonda saloons, and also one of the most exclusive cars on the planet.

Aston has already said it won't make more than 200 Tarafs, but with fewer than 50 produced so far and production at Gaydon having to stop before the end of the year, company insiders reckon the final total will be closer to 150. Sales were initially limited to customers in the Middle East, but Aston has since opened ordering to other markets, including the UK, with both left and right-hand-drive versions available. If you've got £685,000, you can have one. Form an orderly queue.

Without context, that price looks ridiculous. For the same money, you could have a Rolls-Royce Phantom and a Bentley Mulsanne, plus a fully loaded Range Rover SVAutobiography on the side. But that's not how this part of the market works. Anyone seriously considering a Lagonda is going to be in the fortunate financial position of being able to scratch any automotive itch they've ever had, so their Taraf will be joining a car collection that puts Park Lane showrooms to shame. What these ultra-wealthy customers value above practically anything else is exclusivity, the knowledge that – however rarefied the circles in which you move – you're never going to have to park your Taraf next to another one.

#### £10.4 million for the pair, sir

It's not easy to win attention with an Aston Martin in Newport Pagnell. The company stopped producing cars here in 2002 when it moved engineering and production to Gaydon, but this corner of Buckinghamshire is still continually exposed to the company's products. Aston's Works division and flagship dealership are still here, this week's star attraction a lightly used One:77 priced at £2 million. Things get even more expensive in the smaller heritage showroom next door, with an original 1953 DB3S racer once driven by Sir Stirling Moss offered for £8,400,000. Yet as the Taraf draws up outside, I'm suddenly finding it very hard to look at anything else.

It radiates presence, and not just because it's nearly a foot longer than a long-wheelbase Mercedes-Benz S-Class. Despite the numberplates and a shade of metallic gold paintwork that's more attuned to Dubai summers than Midlands rain, it still has the otherworldly swagger of a concept car, the muscular lines and swept-back styling making it look like it was designed for a futuristic movie, the car that the bad guy's boss would be driven in.

When the first images of the Taraf were shown, Aston deliberately didn't tell us anything about it. We had to wait months to even discover its name,



The Taraf draws heavily on the Rapide S, as evidenced by the shared dashboard, front door trims and control layout



Comfortable rear has a fridge but few top-end features



Newport Pagnell remains home to Aston Martin Works

let alone any details of its mechanical package. In large part, this was the sort of salesmanship necessary to flog ultra-exclusive products to the ultra-wealthy, people who want to get in on something before anyone else does. But it was also because, beyond the show-stopping styling, there isn't really a huge amount to tell. Describing the Taraf as an XL version of the existing Rapide S saloon is a gross oversimplification that trivialises the huge amount of design and engineering that's gone into it. But – whisper it – it also expresses the fundamental truth. The Taraf sits on a stretched version of the same aluminium architecture and is powered by a development of Aston's familiar naturally aspirated V12, which drives the back axle via a rear-mounted eight-speed automatic gearbox.

Climb in to the driver's seat – which will be relatively few buyers' first impression of the car – and the similarities are more obvious. The Taraf shares the Rapide's dashboard, control layout and even front door trims. The steering wheel creates

the first double take as you realise the badge embossed in it is green and a slightly different shape from usual, bearing the legend 'Lagonda'. (There is no Aston Martin badging anywhere on the car.) As with the Rapide S, the seating position feels low and coupé-like, an impression reinforced by closing the door and realising how high the glass line is. The substantial B-pillar sits right next to my shoulder, although I'm probably a fair bit larger than the typical Middle Eastern chauffeur. I also notice a warning on the right-hand mirror in Arabic, presumably a version of the usual 'objects may be closer than they appear' disclaimer.

The back is a very different experience. Some Taraf owners will pilot themselves at least some of the time, but many never will, and that fact is tacitly acknowledged in how much more effort has been expended back here. The engineering team have done an impressive job of carving space out of what remains fundamentally a sports car architecture, and it's a completely different car from the tight-fitting Rapide S. The Lagonda loses the Aston's chunky centre console, although there's still a substantial bump over the transmission tunnel, and now also a proper view out of the windows. The wheelbase is 200mm longer than the Rapide's, and pretty much all of that has gone into extra leg room. The rear seats are comfortable but don't recline and the Taraf feels short of toys compared with its obvious rivals. There's a fridge in the boot (accessed between the rear seats) and basic climate control, but no turn-and-click controllers or in-built rear screens (an iPad-based system is an option.) This is a car for people important enough not to have to push buttons.

#### Time to fire up the V12

The Lagonda still sits on steel springs with switchable dampers charged with combining →

**The seating position feels low and coupé-like and the glass line is high**



The Taraf is nearly 5.4 metres long, and despite all of its body panels being carbonfibre, it weighs almost two tonnes



Your chauffeur will enjoy a cosy working environment

→ both comfort and response, a notable contrast to the pillow air suspension of all its obvious rivals. The engine has a quiet start function, purring into life without the exuberant blip that Aston's deliver when they first fire up. The throttle has also been retuned to deliver a far more leisurely initial response, with the Taraf pulling away cleanly and trundling along happily at a gentle motorcade speed.

But the fundamental Aston character isn't buried particularly deeply. As always, the V12 engine gives its best when worked hard, pulling with increasing vigour and a gorgeous yowling soundtrack at higher revs. The gearbox also seems to be happier in its manual mode than when left to its own devices, with changes ordered by the shift paddles executed quickly and cleanly. The hydraulically assisted steering feels light, but increased chassis loadings deliver proper feedback, and the Lagonda feels far smaller on the road than its dimensions suggest it should. It's soon being hustled along at speeds that would produce some complaints from any rear-seat passengers, with the Taraf showing every sign of enjoying this unlikely back-road workout, especially with the chassis and throttle pedal firmed up in Sport mode.

What's in short supply is much in the way of waft. There's noticeably more road and wind noise than in its main rivals, and although the springs and dampers do a good job of dealing with rougher surfaces at speed – and the longer wheelbase definitely helps to smooth things out more than the Rapide does – the Taraf doesn't deliver the magic carpet experience that normally comes as standard in this segment. The brakes lack the strong initial bite of Aston's sportier models, but there's plenty of stopping power and retardation is easily modulated. It still feels like a sports car



Bang & Olufsen are on hand, should you tire of the V12

at heart, one that's doing a decent impression of a limousine. Which, to be fair, it pretty much is.

#### A taste of things to come

Lagonda, established in 1906, has a longer history than Aston Martin. It merged with Aston after World War 2 and, for long periods since, has in effect been dormant, its existence evident in nothing more than the 'Aston Martin Lagonda' chassis plates that all of the company's cars wear.

But new CEO Andy Palmer is determined to bring the brand back properly, saying he wants to create a range of Lagonda products that will cover a far larger chunk of the market than the Taraf alone does. For now, this is just a fascinating bit of toe-dipping into the most rarefied part of the automotive world and is likely to be one of the most exclusive cars I'll ever drive. Although it's not perfect by any means, it's overflowing with character and potentially the start of something far bigger. Here's to that future. □

**The basic Aston Martin character isn't buried particularly deeply**

## SPECIFICATIONS

### Lagonda Taraf

**Price** £685,000

**Engine** V12, 5935cc, petrol

**Power** 540bhp at 6650rpm

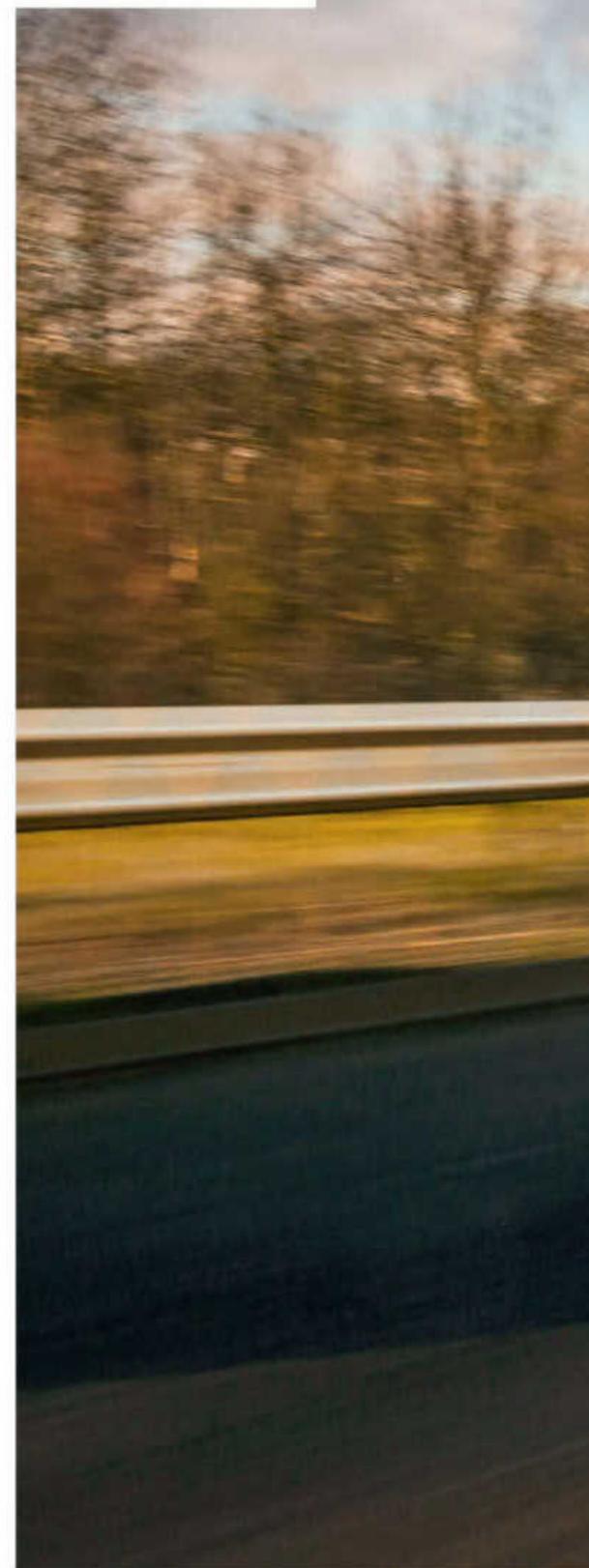
**Torque** 465lb ft at 5500rpm

**Gearbox** 8-spd automatic

**Kerb weight** 1990kg

**0-60mph** 4.4sec

**Top speed** 195mph-plus







# HAIL, NO PACE

The slow, low-tech Padmini taxi is an icon on the chaotic streets of Mumbai, India, but not for much longer. **Doug Revolta** steels himself for a test drive

PHOTOGRAPHY PAUL DEWARS

**S**o, do the indicators work?" I ask, after squeezing in behind the sizeable steering wheel of the dilapidated Premier Padmini taxi. But I think I already know the answer.

Sure enough, no, they don't, I'm told by the taxi's owner, Bhosad Pappu, who is sitting in the back looking on, tense. When I ask if the car has any other faults worth mentioning, his diagnosis doesn't fill me with confidence.

"Suspension, brakes, tyres, gearstick, gearbox, engine. I don't know what's wrong exactly, but it definitely needs a service," he says, translated – with a concerned look – via my colleague, Rahul Kakar, who is sitting next to him.

Some taxis are as famous as the

landmarks in the cities they serve, and this is true of the Padmini. It's an icon on the roads of the Indian metropolis of Mumbai.

Based on the Fiat 1100, the Indian-made, 40bhp 1.0-litre Padmini was created in a tie-up with the Italian manufacturer and took the market by storm in 1964, benefiting from an Indian economic policy that prioritised domestic manufacturing.

It immediately became the default choice for cabbies across the city. Economical, durable, spacious and cheap to repair, the Padmini ticked all the boxes. But today, as I can see first-hand, it is sorely lacking in every department, and the iconic saloon is soon to be banished to the scrap yard.

Amazingly, the Padmini was produced until 2000, when

production ceased. Then in 2013 the government banned taxis more than 20 years old in a bid to reduce vehicle emissions, which spelled the end for the remaining examples.

Right up to the 1990s, the majority of the 60,000 taxis on the road bore the Indian Premier badge. Today there are around 30,000 black and yellow taxis swarming around the city, ferrying some of the 12 million inhabitants to and fro, but fewer than 5000 are Padminis. And I'm about to drive one of them, thanks to one generous – and brave – man.

Pappu, 52, has been plying his trade as a taxi driver in Mumbai since 1986, battling with the city's brutal traffic 12 hours a day for a meagre salary of Rs 10,000 (£100) per month. He bought this Padmini new for Rs

2 lakh (£2000) 16 years ago, and time hasn't been kind to it. It may have been spacious inside by 1960s Indian saloon standards, but it's extremely cramped. There's stingy leg and head room and visibility is pretty shocking. I have to hunch my back to see anything in the immovable rear-view mirror. The one door mirror – folded in, facing the inside of the car – isn't much help, either, but Pappu doesn't want to risk getting it knocked off by using it.

Instead of questioning his logic, I examine the upholstery, which looks like it's made from a 1970s hippie carpet. In fact, it's quite understated considering the pimped cabins most taxis here have. The meter is ticking, though, so once the engine splutters into life, I gingerly join the traffic.



**Pappu doesn't want to risk getting the door mirror knocked off by using it**



"South of the river at this time of night? Not a chance." Doug gets into character



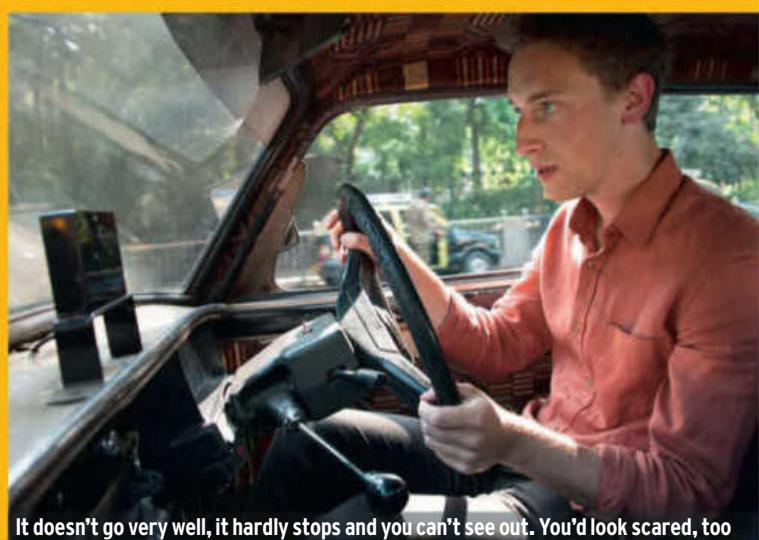
Padmini trades refinement and luxury for a near-bombproof ruggedness and charm



Napkin provides gear selection advice



CNG conversion boosts eco credentials



It doesn't go very well, it hardly stops and you can't see out. You'd look scared, too

While my feet get used to the mangled pedals, I wonder if the wheels have been aligned in the past decade, because there's 30deg of steering wheel play either side of centre. Continual adjustments are required and it's a struggle to go straight as Kakar directs me through the back roads of Mumbai, avoiding any built-up areas, for all our sakes.

It's obvious that I'm struggling, and I can sense Pappu's unease, so I offer him the only Hindi I know to soften the atmosphere: "Tum bahut khoobsurat ho" ("you are very pretty"), I say. He doesn't laugh.

That's all the chit-chat I can muster, because it takes some concentration not to swerve into any of the mopeds and cars trying to overtake and undertake me in my many blind spots. Luckily, the horn works.

The decrepit gearbox often crunches in second – perhaps the sign of a disintegrated synchromesh – with each shift requiring some extra welly, and the bouncy suspension sends us crashing over even the smallest imperfections.

I notice the speedometer needle wobbling uncontrollably ("That stopped working a year ago," says Pappu), but I'm not worried, because there's no danger of me breaking any speed limits. Just for the record, Autocar India's road test of a Padmini clocked a 0-60km/h time of 25.23sec. More concerning, though, were the brake test results, which showed that it took 13.92m to come to a standstill from 40km/h. After trying the brakes as we approach a junction, I don't doubt those figures for an instant.

As unresponsive as the brakes are, the engine isn't any better. Pappu's Padmini, like most others, has had a compressed natural gas conversion for the sake of fuel economy – but it hasn't exactly improved performance. Progress is glacial and there's a noticeable delay between pressing the accelerator and the engine howling into action.

To summarise, then, it's slow, uncomfortable and very dangerous, but its charm is undeniable.

After completing our improvised test route, I pull over, relieved, and get out to look at the sad, rusting exterior, with its broken door handles and flashes of decoration. Checking the tyres, I see a slight suggestion of tread on most, but the offside rear is basically a slick.

Mumbai's Padminis are all in a sorry state, and Pappu isn't too upset about the prospect of getting a new car. "There's no point continuing with the Padmini, as much as I love mine," he says. "It's old and there are other cars that are better."

From a romantic, nostalgia-driven point of view, it's a great shame that the stoic, Indian-built Fiat is heading towards extinction in Mumbai. From every other point of view imaginable, it's for the best. **A**

# WHEN OTHERS CAN'T, SUBARU CAN

DRIVING IN WINTER WEATHER PRESENTS A RANGE OF TOUGH CHALLENGES. SUBARU'S ROBUST AND DURABLE CARS MAINTAIN TRACTION WHERE OTHERS FALTER

**0**ver the past 40 years, Subaru has built 14 million Symmetrical AWD vehicles. That's more than any other manufacturer. In the process, it's also built a global reputation for quality, strength, performance, and get-you-there ability.

Discerning UK drivers have been happy to stump up for the supreme level of ability delivered by an AWD Subaru. After all, when it comes to looking after your family, 'saving money' should not be one of the tickboxes. The reassurance that flows from Subaru's experience and talent never came cheap.

Except that, these days, it does. The entry price for an AWD Subaru is now just £17,495.

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Whatever it is that you manage to come up with, chances are that the phrase 'supreme ability' won't come up anywhere in its marketing blurb.

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## PERMANENT, SYMMETRICAL ALL-WHEEL DRIVE

Many mainstream 4WD systems are actually 2WD with 'on demand' 4WD, which only kicks in when a traction-loss event has already happened. Every Subaru has permanent All-Wheel Drive – which means that traction is less likely to be lost in the first place.



### IMPREZA

Symmetrical All-Wheel Drive as standard. Characterful Boxer Engine. Five doors and five seats. Brilliantly high handling and winter talents at great value. Yours from just £17,495.



### XV

A go-anywhere crossover with the lowest centre of gravity and one of the highest ground clearances in its class – equally handy on school runs or safaris.



## GRIP WHERE YOU NEED IT

By constantly sending the right amount of power directly to all four wheels, Subaru's Symmetrical All-Wheel Drive with Vehicle Dynamics Control gives each tyre optimum purchase on any road and in any weather.



## BOXER ENGINE

Ever had that slightly queasy 'top heavy' feeling in an SUV? You won't get that in a Subaru. Its engine design is quite unlike anyone else. Instead of standing up in the engine bay, the Boxer lies flat, enhancing balance, stability and turn-in on the corners.

The weight is lower in the car, helping handling in all conditions (slippery or not).

## ROBUSTNESS & DURABILITY

Every Subaru comes with a 5-year/100,000 mile Limited Warranty, a 12-year Anti-Corrosion Warranty for bodywork, and a 3-year Recovery and Assistance Programme. In a reliability survey\* of 50,000 cars, Subaru finished 3rd best out of 38 manufacturers, based on an average mileage of 50,803 – the highest mileage figure of the top 24 marques.



## FORESTER

One of the most capable SUVs, on- and off-road. New powertrain options and an interior overhaul have boosted its appeal as a distinctive über-tug and top notch towing vehicle.



## OUTBACK

Want to go everywhere and do everything in style? Look at Outback. Subaru's Eyesight collision avoidance system helps it earn a 5-star Euro NCAP safety rating.

# Volkswagen Touran

VW chases the discerning family buyer with a new seven-seat MPV

## MODEL TESTED 2.0 TDI 150 DSG SE Family

- Price £29,515 ● Power 148bhp ● Torque 251lb ft ● 0-60mph 9.9sec ● 30-70mph in fourth 13.5sec
- Fuel economy 54.4mpg ● CO<sub>2</sub> emissions 125g/km ● 70-0mph 56.4m

**V**olkswagen isn't accustomed to coming second. Last year, in spite of Dieselgate, it remained Europe's biggest-selling car brand by a country mile. The Golf and Passat dominated their classes and the Polo was within touching distance of an overall volume lead.

If the brand has a weakness, it is with niche models – and the recently unveiled Tiguan crossover and this week's road test subject are concerted attempts to address that.

In the new Touran mid-sized MPV, VW is making a fresh assault on a market segment traditionally led on sales by Renault and Citroën with a car that uses its latest and best platform, powertrain, safety and infotainment technology. After a long, 12-year lifespan, the original



Original Touran was on sale for 12 years

Touran has been replaced by one founded on the Volkswagen Group's £50 billion MQB platform. This new Touran is longer and slightly wider than the previous model, but it is also much better packaged, according to company claims. It gets seven seats as standard in the UK – and if it didn't, the five-seat derivative would offer the biggest boot in its class.

We Brits aren't quite treated to

the full variety of the Touran engine range enjoyed by our Continental cousins, with only two petrol and three diesel powerplants on offer here. The entry-level choice is a 108bhp 1.2-litre petrol model, after which the range is fleshed out mostly by diesels of either 1.6 or 2.0 litres with outputs ranging from 108bhp to 148bhp. At the top of the range, British buyers can choose between 148bhp 1.4-litre turbo petrol and 187bhp 2.0-litre diesel power.

So, armed with the ingredients that have kept its staple models at the top of their game, can VW trump the value, flair and originality of the Citroën Picasso and Renault Scenic with the substance, distinguishing class and all-round completeness of a true Wolfsburg great?

## DESIGN AND ENGINEERING



Growing by 130mm in its overall length and 113mm in the wheelbase compared with the first-generation version, the new Touran looks ready to address the thorniest issue of all as far as mid-sized seven-seaters are concerned: namely that, for all but children below the age of about 12 years, these cars aren't really seven-seaters at all.

The Touran's market sector is populated by rivals that are better →



**WE LIKE** Good packaging and passenger space ■ Comfort and refinement ■ VW-brand material quality



● These 16in alloy wheels are standard fit on mid-spec cars, with 17s and 18s both optional. Tyres are Michelin EnergySavers.



● Touran is the first car in its class to offer adaptive full-LED headlights, says VW. However, these are the standard halogen reflector units.



● SE Family gives you a panoramic sunroof as standard – most of which you'll obscure with your roof box when you take the family on holiday.



● Pronounced full-length styling crease takes visual bulk out of the bodyside. It almost makes it look like the rear door could be a sliding one, which it isn't.



**WE DON'T LIKE** Still quite bland to look at ■ Moderately high pricing ■ CO<sub>2</sub> emissions could be lower



● In years gone by, the VW badge on the rear would have doubled as the boot release. It still does on a Golf but not here, where the release button is recessed further down the panel.



● Rear end has several visual features intended to emphasise its width. This strange extension of the loading lip isn't one of the more successful.



● Roof spoiler is just large enough, you suspect, to make a contribution to a usefully low drag coefficient of 0.30. You wouldn't want it bigger.



● Bracket-shaped D-pillar is becoming a VW design trope, also appearing on the Polo, Passat and new Tiguan. It's pleasant enough and doesn't impede rearward vision.



● Chromed finish on minor switchgear helps conjure an impression of material quality. It isn't included on entry-level S-trim cars, though.



● Secondary glovebox is exactly that if you opt for a lower-end infotainment system. Otherwise, behind here are the CD player and SD card inputs.



● Adaptive cruise control is one of the more impressive perks that come as standard with SE Family specification.



## MULTIMEDIA SYSTEM

The new Touran's range of infotainment systems is particularly diverse and impressive. Entry-level models receive a Composition Media 6.5in colour touchscreen system, but SE Family versions, like our test car, get an upgrade to Volkswagen's Discover Media navigation system as standard.

All of the systems are powered by Volkswagen's second-generation MIB infotainment hardware and the one in our test car certainly seemed responsive. The Discover Media system comes with MirrorLink compatibility for a

wired connection to your Apple or Android smartphone and also offers a Guide & Inform app that uses your data connection to feed you live traffic information, parking space availability in nearby multi-storeys and even local fuel prices. The Media Control app also allows passengers in the back to have full control over the entertainment functions of the car via a tablet PC connected via wi-fi.

Volkswagen's Discover Pro infotainment system expands the central touchscreen to 8.0in and includes a DVD drive and 64GB of hard disk storage.

described as 5+2s. Fifteen years ago, before bulky child seats became mandatory, that probably wasn't such a huge problem for the young families who used these cars, but the same can't be said today. And the MQB platform has allowed VW to add 63mm to the length of the Touran's interior, leaving more room at the rear for luggage in seven-seat mode than most of its competitors are able to provide. The proof of that will come when we break out the tape measure in a moment.

Plainly, VW hasn't been tempted to go down the 'quirky' route with the new Touran's exterior design, because such things just aren't Wolfsburg's style. Restraint is all, even with a boxy MPV. There is greater definition in the car's surfacing than before, as well as more attractive detailing around the headlights and grille. The overall effect is characteristically smart and neat, albeit somewhat bland.

Although it's longer and wider than its predecessor, the new Touran is 62kg lighter at the kerb when averaged out model for model. It's a conventional five-door with a large, upright hatchback rear end, and there are no funny sliding or rear-hinged back doors to report on,

VW's attitude to 'funny' being largely similar to its view on 'quirky'.

Suspension is all independent, with struts at the front and multi-links at the back. Among the options is VW's Dynamic Chassis Control adaptive damping system, but having that means choosing either a lowered 'sports' or raised 'rough road' springing option, which adjust the Touran's ride height by 15mm either side of normal.

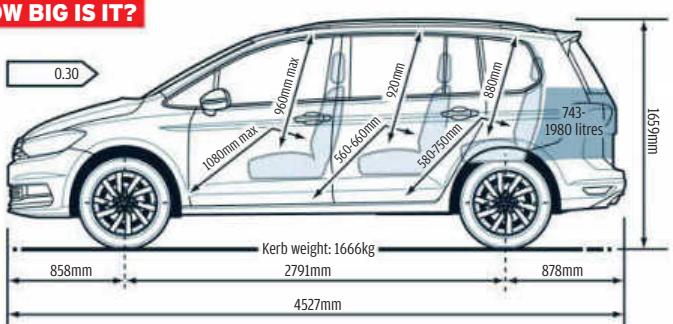
Our test car did without DCC. Powered by VW's mid-range 148bhp 2.0-litre diesel engine, it did have a dual-clutch automatic transmission fitted in place of the standard six-speed manual gearbox. Don't expect this DSG to be a hugely popular transmission, though. The less torquey engines in the Touran range get an optional seven-speed DSG gearbox (with dry clutches) that is efficient enough to reduce CO<sub>2</sub> emissions compared with the equivalent manual-equipped model. However, the more powerful diesels make do with this older wet-clutch six-speed DSG, which only makes the 148bhp version less tax-efficient. That's a particular shame because, whereas some of its rivals emit less than 100g/km of CO<sub>2</sub>, the best that the Touran can muster is 111g/km. →



● Driving position is only medium-high and otherwise good. The cargo net on the side of the transmission tunnel is sized for a tablet PC.



● Individual seats all slide and fold independently. You can get three Isofix child seats in side by side, according to Volkswagen.



#### VISIBILITY

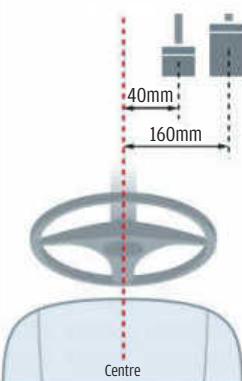
Plenty of glazed area and a fine view out in most directions, although wide B-pillars create a large blind spot.

#### HEADLIGHTS

Common-or-garden standard-fit halogens are decent but a bit meek on full beam by modern standards.

#### WHEEL AND PEDAL ALIGNMENT

Two-pedal arrangement leaves the brake positioned marginally in favour of your right foot, but the pedal is wide enough for you to reach it with your left if you choose. Column could do with a touch more reach.



● Rearmost seats fold into the boot floor. When in use, they offer enough leg and head room for smaller adults and kids. There are Isofix mountings here, too.

## INTERIOR



To occupant space first. VW claims that the new Touran has 40mm more leg room in row two and 54mm more in row three than the old one, as well as greater head room in both rows. The second-row chairs also now slide fore and aft by 200mm. So where does that leave it?

Set the front seat for one metre of typical driver leg room, as we always do, and the cabin measures up well. Those individually sliding second-row seats allow for up to 720mm of second-row leg room – more than a Ford S-Max, equal with a Citroën Grand C4 Picasso and narrowly beaten by a Vauxhall Zafira Tourer. Plenty, in other words.

What that leaves for the third row is less plentiful, but there is more leg room in the Touran's case than in any of its aforementioned rivals.

And although head room is generous enough for larger adults in row two, it's still respectable in row three – bettered only by the Ford, and then by only a solitary centimetre. You still wouldn't ask a grown adult to travel in the Touran's third row for very long, but you can seat one back there fairly comfortably when you need to – provided you don't pick your lankiest passenger. The middle-row seat tilts and slides forward to make a tough access route just about tolerable.

In seven-seat mode, the Touran has a smidgen more loading length in its boot than any of its rivals. Add to that a very spacious front row with plenty of oddment storage, Isofix child seat anchorages on all five rear chairs and seating that folds down completely flat right through to the front passenger seat when carrying long loads and the picture's complete: this is one of the most practical cars in its class and probably the most convincing attempt yet at downsizing a true seven-seater.

The Touran's front seats are a good size and comfortable over long distances. Although you sit about four inches higher in this car than you might in a family hatchback, a fairly upright steering wheel and a moderately reclined seating position mitigate the sense of meerkat-like vulnerability. The instruments are conventional analogue ones sited right in front of you, and they're easily read at a glance. Meanwhile, the cabin materials look and feel at once pleasant and robust – like they'll withstand family life manfully and won't show much wear.

For the little ones riding out back, VW offers standard, allergen-filtered three-zone climate control and side window blinds on mid-range cars, a 12-volt power socket of their very own and tablet computer holder accessories that can be slipped onto the back of the front headrests – just the job for hours of grumble-free family motoring.

## PERFORMANCE



Despite running on fairly skinny 16in wheels and efficiency-biased tyres, the Touran battled doggedly with slippery conditions on the day of our test and just about dipped under the 10.0sec barrier both from standing to 60mph and from 30-70mph. In both cases, it beat the markers set by the equivalent S-Max last year and just about did enough to carry its bulk as keenly as plenty of smaller hatchbacks or saloons might have.

A quick-shifting DSG gearbox with well-chosen ratios combines well with an engine that has plenty of mid-range torque, so the car feels slick and flexible to drive. Mechanical refinement is very good and protection from wind and road noise likewise, making for a 3dB advantage for the Touran on cruising refinement compared with the S-Max

## TRACK NOTES

You can lean quite hard on the Touran's outer contact patches when the need arises and ask quite a lot of its dampers and anti-roll bars before it'll begin to handle in the way that you'd expect a big MPV might under duress.

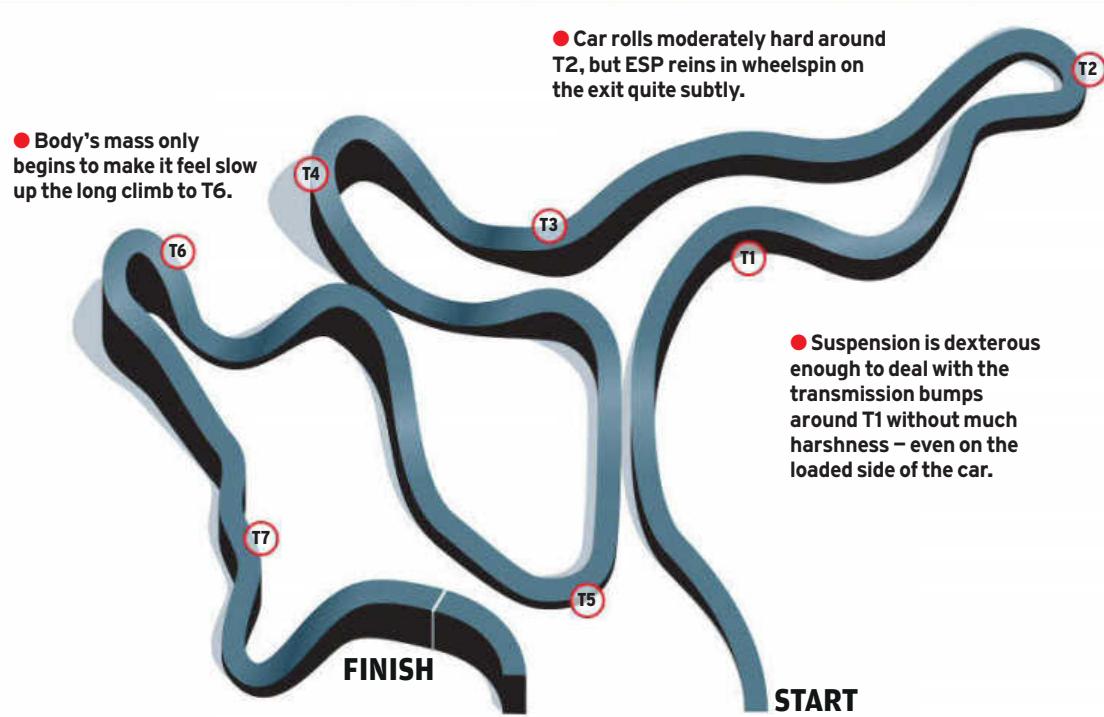
The consistency and precision of the steering remains intact even during fairly hard cornering and the chassis, although stable, is balanced enough to begin understeering gradually.

The ESP is always on (although the anti-slip control for the driving wheels can be switched off) but it's fairly subtle and unobtrusive most of the time.

● Body's mass only begins to make it feel slow up the long climb to T6.

● Car rolls moderately hard around T2, but ESP reins in wheelspin on the exit quite subtly.

● Suspension is dexterous enough to deal with the transmission bumps around T1 without much harshness – even on the loaded side of the car.



## ACCELERATION

## Volkswagen Touran 2.0 TDI 150 DSG SE Family (9deg C, damp)

Standing quarter mile 17.6sec at 81.3mph, standing km 32.0sec at 103.2mph, 30-70mph 9.7sec, 30-70mph in fourth 13.5sec



## Ford S-Max 2.0 TDCi 150 Titanium (22deg C, dry)

Standing quarter mile 17.8sec at 78.5mph, standing km 32.6sec at 100.6mph, 30-70mph 10.4sec, 30-70mph in fourth 16.2sec



## BRAKING 60-0mph: 3.22sec



Touran combines a supple ride with nicely balanced handling



**This is an example of MPV dynamics done by the book. The Touran is supremely dependable and easy to drive**



at 50mph. The upshot is that the Touran is quiet, responsive and easy to drive in most circumstances – typically classy from VW, then.

Real-world fuel economy is another feather in the Touran's cap, despite the slightly uncompetitive claimed CO<sub>2</sub> emissions suggesting otherwise. Our True MPG testers recorded 54.4mpg for the car as an average, compared with only 43.6mpg for the equivalent manual-transmission S-Max and 50.1mpg for the manual Grand C4 Picasso BlueHDI 150.

In slippery conditions, braking performance left something to be desired, but only to the point where we'd recommend avoiding the 16in wheels that come as standard with mid-spec cars. Trading up to optional 17in rims would, we suspect, mitigate the shortage of grip and traction from which the car suffers and make the powertrain operate more smoothly on those rare occasions when you need to hurry the car away from a standstill – and all without adversely affecting the ride much.

#### RIDE AND HANDLING



That there hardly seems much to record in this section of the road test speaks volumes about the Touran – and about how interested VW expects its owners to be in actually driving it.

Tuning a car to be so dynamically competent and consistent that absolutely nothing it does rubs your senses up the wrong way is quite an achievement for VW – and precisely the one for which it must have been aiming. True, the car ends up feeling a bit plain and unengaging to drive as a result, but it's much more important that it's comfortable, predictable and easy to guide. And, of course, it is.

The suspension feels medium-soft – not as laid back as that of a Grand C4 Picasso but gentle enough to smother the sleeping policemen and broken urban road surfaces that you'll cross every day on the school run. It's supple at all times, too, while

also maintaining good body control on B-roads at higher speeds.

The steering is medium weighted and paced, feels fluent and gathers weight as you add lock. Body roll isn't pronounced enough to be discouraging and lateral grip is more than adequate for road driving. It's balanced finely enough up to a point but ebbs at the front axle before the car's stability is undermined.

This is an example of MPV dynamics done by the book, and done very well. As a result, the Touran is supremely dependable and easy to drive – a bit middle of the road, perhaps, but more rounded than any of its closest competitors.

#### BUYING AND OWNING



Volkswagen is charging a fairly substantial premium for the Touran compared with some of the cars it's up against. An entry-level diesel Touran costs almost £4000 more than the equivalent Picasso

and £1500 more than the Scenic. Although its CO<sub>2</sub> emissions aren't desperately commendable, strong residual values should make for competitive ownership costs – and decent equipment levels sweeten the deal. Bottom-rung UK cars get a Composition Media touchscreen infotainment system, DAB radio, full-length curtain airbags and a post-collision braking system as standard.

VW has augmented its usual trim levels – S, SE and SEL – with this SE Family tier, which adds a panoramic roof, three-zone air conditioning and Discover Navigation to SE trim's list of equipment.

Should you want to spend a king's ransom on your medium-sized MPV, VW gives you plenty of options from which to choose. Massaging seats are on the list, as is an auxiliary parking heater, heated outer second-row seats, active LED headlights and a trailer assist system capable of perfect automatic perpendicular reverse parking of whatever you happen to have hitched up to your swivelling tow bar. →

## VOLKSWAGEN TOURAN 2.0 TDI 150 DSG SE FAMILY

On-the-road price	£29,515
Price as tested	£32,205
Value after 3yrs/36k miles	£11,775
Contract hire pcm	£362.61
Cost per mile	56.3p
Insurance/typical quote	17E/£545

### EQUIPMENT CHECKLIST

Front, side, curtain and knee airbags	■
16in alloy wheels	■
Isofix anchorages on all rear seats	■
Adaptive cruise control	■
Parking sensors, front and rear	■
Electronic voice amplification for driver	■
Panoramic sunroof	■
Rear side window sunblinds	■
Discover Media navigation infotainment, 6.5in colour screen, DAB radio, 8 speakers, Bluetooth media streaming	■
Lasano cloth upholstery	■
Carpet mats	£90
Heated front windscreen	£160
Three-zone climate control	£445
Convenience Pack	£245
Tow bar, swivelling	£680
Trailer Assist (inc Park Assist)	£475
Metallic paint, Caribbean Blue	£595

■ = Standard na = not available

### RANGE AT A GLANCE

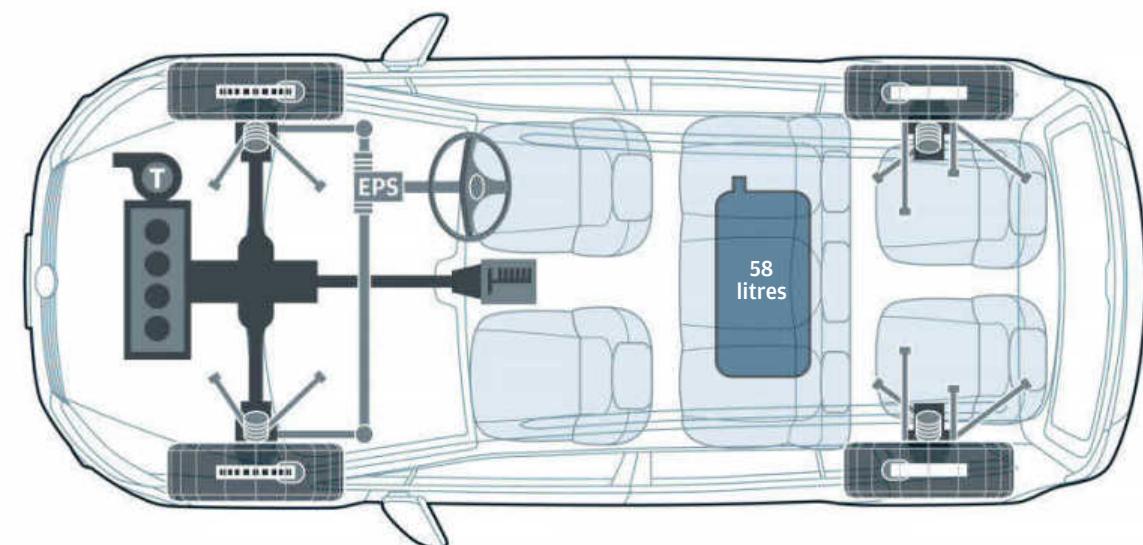
ENGINES	POWER	FROM
1.2 TSI S	108bhp	£22,240
1.6 TDI S	108bhp	£23,840
1.4 TSI SEL	148bhp	£26,745
2.0 TDI 150 SE	148bhp	£26,730
2.0 TDI 190 SEL	187bhp	£30,510

### TRANSMISSIONS

6-spd dual-clutch automatic  
(available on 2.0 TDI only; 7-spd DSG available on 1.4 TSI and 1.6 TDI; 1.2 TSI manual only)

### TECHNICAL LAYOUT

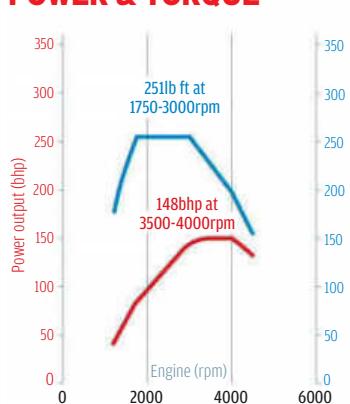
Volkswagen's MQB platform takes weight out of the Touran while also allowing it to grow by 130mm in overall length. Four-cylinder engines are mounted transversely up front, with a choice of manual or DSG dual-clutch automatic gearboxes and front-wheel drive only. Suspension is all independent.



### ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1968cc, diesel
Made of	Iron block, aluminium head
Bore/stroke	81.0mm/95.5mm
Compression ratio	16.5:1
Valve gear	4 per cyl
Power	148bhp at 3500-4000rpm
Torque	251lb ft at 1750-3000rpm
Red line	5000rpm
Power to weight	94bhp per tonne
Torque to weight	160lb ft per tonne
Specific output	75bhp per litre

### POWER & TORQUE



### CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1571kg/1666kg
Drag coefficient	0.30
Wheels	6.5Jx16in
Tyres	205/60 R16, Michelin EnergySaver
Spare	Repair kit

### TRANSMISSION

Type	6-spd dual-clutch automatic
Ratios/mph per 1000rpm	
1st	3.46/5.0
2nd	1.90/9.2
3rd	1.12/15.6
4th	0.76/22.9
5th	0.76/30.2
6th	0.62/37.0
Final drive ratio	4.38:1 (3.33 5th, 6th and reverse)

### ECONOMY

TEST (TRUE MPG)	Urban	48.7mpg
CLAIMED	Extra-urban	60.2mpg
	Average	54.4mpg
	Urban	50.4mpg
	Extra-urban	65.7mpg
	Combined	60.1mpg
	Tank size	58 litres
	Test range	694 miles

### SUSPENSION

Front MacPherson struts, coil springs, anti-roll bar  
Rear Multi-link, coil springs, anti-roll bar

### STEERING

Type Electromechanical, rack and pinion  
Turns lock to lock 2.75  
Turning circle 11.5m

### BRAKES

Front 312mm ventilated discs  
Rear 272mm discs  
Anti-lock Standard, with Brake Assist

### CABIN NOISE

Idle 44dB Max rpm in 3rd gear 71dB  
30mph 60dB 50mph 63dB 70mph 68dB

### SAFETY

ABS, HBA, ESC, EDL, ASR, XDS, Front Assist, City Emergency Braking  
**Euro NCAP crash rating** 5 stars (1.6 Comfortline)  
Adult occupant 88%, child occupant 89%, pedestrian 71%, safety assist 76%

### EMISSIONS & TAX

CO <sub>2</sub> emissions	125g/km
Tax at 20/40% pcm	£113/£226

### ACCELERATION

MPH	TIME (sec)
0-30	3.6
0-40	5.4
0-50	7.4
0-60	9.9
0-70	13.3
0-80	17.1
0-90	22.3
0-100	29.3
0-110	39.5
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

### ACCELERATION IN GEAR

MPH	2ND	3RD	4TH	5TH	6TH
20-40	2.8	4.7	-	-	-
30-50	-	4.2	6.7	-	-
40-60	-	4.7	6.5	9.5	16.1
50-70	-	6.4	6.8	9.4	13.6
60-80	-	-	7.5	10.1	13.9
70-90	-	-	9.3	10.7	15.7
80-100	-	-	13.5	12.7	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

### MAX SPEEDS IN GEAR

- 1 25mph 5000rpm
- 2 46mph 5000rpm
- 3 77mph 5000rpm
- 4 115mph 5000rpm
- 5 128mph 4238rpm
- 6 128mph\* 3459rpm

\* claimed

RPM in 6th at 70/80mph = 1892/2162

### RESIDUALS



● Touran is expected to split the difference between the 2 Series Gran Tourer and Picasso, according to CAP.

### AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)

# Volkswagen Touran

## AUTOCAR VERDICT ★★★★☆

A spacious, refined and classy all-rounder – albeit a slightly bland one



**T**he Volkswagen Touran feels like a car created from the very core of the MPV textbook. It has been executed with VW's characteristically fine attention to detail and uses excellent packaging and cabin versatility to deliver great occupant space from a fairly compact footprint. In that respect, it earns a podium rank in our people-mover class.

If you need a bigger seven-seater than this for reasons of practicality, you need a full-sized MPV. It's a result of VW's strong pricing for the Touran that a like-for-like Sharan or Seat Alhambra won't cost you a great deal more. Neither will a BMW 2 Series Gran Tourer, which has greater premium-brand allure than the Touran and, like an S-Max, is a bit more memorable to drive.

Apart from its lack of charm, though, the Touran now feels like a fully fledged VW in being worth at least a solid eight out of 10 on absolutely everything.

### AUTOCAR ROAD TEST TOP 5



#### MAKE

#### Model

#### Price

#### Power

#### Torque

#### 0-60mph

#### Top speed (claimed)

#### Fuel economy (combined)

#### Kerb weight (claimed)

#### CO<sub>2</sub>/tax band

#### VOLKSWAGEN

Sharan 2.0 TDI DSG SE Nav

£32,620

148bhp at 3500-4000rpm

251lb ft at 1750-3000rpm

10.3sec (claimed, to 62mph)

123mph

54.3mpg

1793kg

136g/km, 25%

Full-sized seven-seater offers great versatility and space, tidy handling and VW desirability.

★★★★★

#### BMW

218d Sport Gran Tourer auto

£29,890

148bhp at 4000rpm

243lb ft at 1750rpm

9.3sec (claimed, to 62mph)

127mph

64.2mpg

1555kg

119g/km, 21%

Exerts premium-brand pull and appeals for more reasons. Third-row seats not adult-sized.

★★★★★

#### VOLKSWAGEN

Touran 2.0 TDI DSG SE Family

£29,515

148bhp at 3500-4000rpm

251lb ft at 1750-3000rpm

9.9sec

128mph

60.1mpg

1571kg

125g/km, 23%

Packs lots of practicality into its compact footprint and is a capable all-rounder to drive.

★★★★★

#### FORD

S-Max 2.0 TDCi P'shift Tit'um

£29,645

148bhp at 3500rpm

258lb ft at 2000rpm

10.8sec (claimed, to 62mph)

122mph

52.3mpg

1733kg

139g/km, 25%

Strong, but not the force it was. Mondeo platform brings weight and performance penalties.

★★★★★

No 5254

#### TESTERS' NOTES



MATT SAUNDERS

VW has pinched Citroën's idea with a boot-light-cum-torch, but wouldn't it be better in the glovebox, as BMW used to do it? It'd be more accessible – and less annoying when you inevitably lose it.



NIC CACKETT

I've no issue with the leg or head room supplied by the Touran, even in the bijou back row, but I did find my shoulders spilling from the seatback of every individual pew. Three abreast in the middle row therefore requires the right combination of conveniently proportioned passengers.

#### SPEC ADVICE

Stick with a 2.0 TDI 150 manual in SE trim, upgrade your alloy wheels, and add a heated windscreen (£160), the Family Pack (£195), adaptive cruise control (£230) and – if you can afford it – Discover Pro navigation (£2260).

#### JOBS FOR THE FACELIFT

- Reduce showroom prices slightly.
- Drive down those emissions numbers.
- Dare to jazz up the exterior design a bit.

Verdicts on every new car, p74

## LETTER OF THE WEEK

### Sound check

I couldn't agree more with Dan Trent, custodian of your M4, in relation to the false exhaust sound BMW has given to the car (Our Cars, 20 January). From the outside, the sound coming from the exhaust gives it an aftermarket, big-bore exhaust resonance, and nothing approaching the well-engineered noise coming from the V8 engine.

This translates to the inside of the car, where BMW has given further 'help' in an attempt to sex it up a bit – to the extent that Dan has needed to disconnect the speakers.

This can't be right. If you agree with my comments, have a look at the i8, with its little petrol engine, which has been given a sound like a V8 when you plant the throttle. It's totally ridiculous.

**Keith Gaulton**  
via email



**WIN**  
Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### ON THE BUTTON

Autocar's road testers can blame drivers such as myself for asking Porsche to move the gearbox's Sport button away from the centre console (Porsche 911 Carrera S road test, 20 January).

This was as a result of preparing to overtake and having to look down to locate a hard-to-find button rather than concentrating on the articulated lorry in front and the approaching traffic on the other side of the road.

**Derek Johnson**  
via email

#### MIXED SIGNALS

Whatever happened to 'mirror, signal, manoeuvre'? I'm referring to Mike Kislingbury's letter (Your Views, 20 January), in which he comments on the fact that he could not see the indicators on the vehicle in front as they were buried in bright LED brake lights.

While I sympathise, it's a common fault of drivers who are too lazy to apply the indicator first then brake a few seconds later, thus confirming that they are turning. Mike would have seen the indicators first and not been distracted by the brake lights hiding them.

Too many drivers seem to hit the brakes then realise that they ought to indicate to let the driver behind know why they are braking.

**Julian Booth**  
via email

#### DON'T MAKE ME BEG

I have a request for Ford: please, please, please can you build an estate version of the new Focus RS? What an awesome bargain alternative to Audi's RS4 Avant that would be. Surely it can't be too difficult.

**Paul Dove**  
via email



New 911's Sport mode is easier to get at

competitors such as Volkswagen.

Ford has done well to reinvent itself, but it is not one to shun potential halo benefits. Buick has now showcased the Avista, and while having a whiff of Aston Martin or Fisker about it, rather than old-school Riviera, this surely is more like the Bentley Continental should be. Volkswagen please note.

In the meantime, the 'good ol' boys' still support a 50% home-market share for the phenomenon once dubbed in conversation with me, by a GM technical director, as the US answer to 'integrated mass transportation': the pick-up.

**Patrick Hogan**  
Beaconsfield, Buckinghamshire

#### APPLYING GEO-LOGIC

The two most significant cars at Detroit were the Chevrolet Bolt and Volt. Why? Because even the prospect of petrol at 75 pence a litre still leaves developed

#### AUTOCAR What you're saying on autocar.co.uk

##### Audi Q6 e-tron quattro confirmed

I thought the concept was supposed to point to the styling of Audi's future four-door coupe. **Wmb**

Not sure the design is that much more sporty than the Q5/Q7 to command a significant price premium. **Orangewheels**

Sounds great, but I'd have thought it's the wrong side of £50k to sell in significant volumes in the UK. **Bol**



You'd have to be doing big mileages to make the fuel savings even out against a comparable plug-in hybrid. **Bol**

What happened to elegant Audi design? Gone is the simplicity, replaced instead by a desire to be brash and massive. A real shame. **Papagomp**



Bentley should take a look at the Buick Avista, says Patrick

# NEXT WEEK

Inside the magazine – on sale 10 February

## FIRST DRIVE



### Volkswagen Tiguan First impressions of the larger and more efficient SUV



**ROAD TEST**  
**Mercedes-Benz GLC**  
Every single facet of the new premium mid-sized SUV assessed



**LONG-TERM GOODBYE**  
**Goodbye to the Defender**  
Off-road icon bids farewell from the production line – and our fleet

## USED CAR SPECIAL



**Future classics** James Ruppert on canny purchases that are likely to go up in value



Paul wants Ford to turn the new Focus RS into an estate

economies at the mercy of political infighting between countries of which we know little, mainly in the Gulf.

Ninety per cent of UK motorists would now buy electric or hybrid cars that got them to work every day for a few pence – if their price was right. Oil alone will never do this. Given range security for my commute, I would be happy pottering around in my classic car at weekends, considering it my little luxury.

So when can we expect a flood of small electric or hybrid cars in UK showrooms, so we can put two fingers up to countries whose leaders milk their geological luck at the expense of the rest of the world?

**Michael Griffiths**  
via email

### ON THE OTHER HAND...

Reading the 13 January issue, I noticed how many references there were to

centrally mounted touchscreens. They are, of course, fine for left-hand drive vehicles, where the predominantly right-handed driver can use that hand to operate them.

In right-hand-drive cars, it is nearly impossible to use these devices; the small pad on the centre console of my Mercedes-Benz is almost useless.

I recall some years ago that a Scandinavian country converted wholesale to left-hand drive. Is this the solution here? The right hand can easily be trained to stir the cogs.

**Andrew Bailey**  
via email

### CHARGING THE DEBATE

BMW M development chief Dirk Haecker describes the new M2 as the "purist's choice" (News, 20 January). Wonderful as the M2 is, a driving purist would not choose a turbo engine.

**Alex Roebuck**  
Chiddingfold, Surrey

### CAPACITY TO IMPROVE

When Jaguar Land Rover announced that it was investing millions in the design and manufacture of a new engine range, I was hoping for something that would at least match or better the offerings from the Volkswagen Group and BMW.

It seems that this expectation was misplaced, since most reviews I've read consider the diesel engine to be at best 'competitive' but generally noisy, underwhelming and certainly not class-leading, as we'd hoped.

Indeed, whereas Volvo seems to have developed a 2.0-litre diesel that regularly wins praise, the JLR offering seems already to be in need of significant improvement, particularly the 163bhp variant. Am I being too hard on these new engines?

**Ray Scogings**  
via email



CONTENTS SUBJECT TO CHANGE

# OUR CARS

A week in the life of Autocar's fleet



Andrew Frankel

Steve Cropley

John Bradshaw

Dan Trent

Michele Hall

Tim Dickson

Luc Lacey

Matt Burt



## Suzuki Celerio

**FINAL REPORT** Suzuki's unassuming city car started its life with something to prove. Eight months and 6000 miles later, it's leaving with its head held high. Let's find out why

**L**ou'll recall, no doubt, the Celerio's most disastrous of starts in life, the brakes failing on two separate models in the same afternoon during Autocar's road test procedures. Once could be, well, a one-off, but twice... Well, following Suzuki's swift investigations, a worldwide recall of right-hand-drive models followed.

With no one harmed, we could reflect on the fact that, journalistically, it was something of a coup to have uncovered such a serious fault on a production car.

We spend many tens of thousands of pounds hiring industry-standard test facilities so that we can conduct more thorough tests than our rivals. Here was as clear a proof as you could wish for that the numbers that make our accountants weep were well invested.

But where did that leave the Celerio? Two brake failures might have put others off for life, but after the fixes were explained to us in great detail by Suzuki's engineers (basically, a retaining pin designed to collapse and

sweep the pedals away from you in the event of an accident was breaking too soon), it felt appropriate to show our confidence in this great industry that we cover. Mistakes happen; it's how you fix them that matters, and the early signs had been that the Celerio's talents didn't deserve to be written off in a blaze of negative headlines. Steve Cropley promptly stuck his hand up highest.

For a few thousand miles, Steve confirmed what our road test had suggested – namely, that the Celerio

had so much going for it that it was a gnat's wotnot away from deposing the class leaders from their perch. Highlights included the 998cc, 67bhp normally aspirated three-cylinder engine, which was peppy enough to pull a car with an 835kg kerb weight around at pace, yet so frugal that we worried for the sanity of the on-board trip computer until repeated brim-to-brim tests confirmed its 60mpg-plus average. Its dimensions, which were perfectly judged a fraction above the class norm,

LOVE IT



**FUEL ECONOMY**  
So good that only calibrated brim-to-brim fills made us believe it.



**DIMENSIONS**  
It's brilliantly judged to carry four or five, but still so small.



**UNDERDOG APPEAL**  
Isn't this the car that...? Yes, it is. And it's fixed. And fine.

LOATH IT



**INTERIOR QUALITY**  
At best, durable and functional. Never, ever desirable.



**STYLING**  
So anonymous, you wonder if anyone with artistic flair ever saw it.

JAGUAR XE	LAND ROVER DEFENDER	LEXUS NX300H	MAZDA CX-3	MAZDA MX-5	MCLAREN 650S SPIDER	RANGE ROVER SPORT	SSANGYONG TIVOLI	SUZUKI CELERIO	VAUXHALL CORSA VXR	VOLVO XC90
										
Darren Moss	Matt Prior	Mark Pearson	Mel Falconer	Matthew Burrow	Mark Tishaw	Steve Cropley	Jim Beckwith	Steve Cropley	Mark Tishaw	Matt Prior



Our early road test sparked a recall which Suzuki handled with the utmost efficiency



Cabin is robust but lacking any real flair

shone through, too, and made it a car genuinely capable of carrying four in comfort and five if needed.

At this point, Steve started to regret his morning eulogies about how just-so the Celerio was, because the rest of the office wanted to share the fun. When I realised just how perfectly it suited my life, I was rather reluctant to give it up, which is how I come to be writing this. In total, I kept the keys for something approaching 10 weeks, and to this day I am mourning its departure. Yes, this little runaround got under my skin.

As an urban commuter, it was perfect, the dimensions and engine flexibility making it ideal for nipping around in traffic and manoeuvring in tight spots, while its size proved more than adequate. Adults may not have relished the prospect of being in the back for long, but our eight and six-year-olds were well catered for. The boot proved large enough to carry a big shop, too.

Even on the potholed roads of outer London, the 14in wheels and 175-section

## When I realised how perfectly the Celerio suited my life, I was reluctant to give it up

tyres proved up to the task of soaking up the worst bumps. On motorways it was adequate and capable – and to expect more would be unfair. In summary, the Celerio is a small car with big-car manners. Pretty soon we were leaving our family Ford C-Max at home and taking the Suzuki, because it did the same job with two-thirds of the fuss.

In saying farewell, we've also paused to look at the depreciation figures, which prove the point that this is a remarkably cheap car to own. Sure, our tenure was short and our mileage relatively low, but the Celerio, it would appear, is one car you can buy without waving farewell to the family fortune the moment you drive off the forecourt.

Downsides were few and far between; the biggest was a purely subjective, personal failure to be bowled over by

the styling. Even a kindly soul could only describe the Celerio as conservative, and I often regretted that it wasn't as good looking (or as characterful) as it was capable. I guess cheekier styling would most likely come at the cost of practicality, but I also reckon that the blokes who put the flourishes on the outside of the VW Up or Fiat Panda know a thing or two more about meeting the needs of both sides of the equation.

The dour interior was also a little disappointing. On the upside, it was hard wearing and simple enough to use in every way. Technophobes should definitely consider it, because it did everything directly, without ever doing more than you expected. A big, lumpy button here, an LED screen there and a stalk to push and pull to adjust something over yonder. It was also

## TEST DATA

### SUZUKI CELERIO SZ3 DUALJET

#### TEST STARTED 27.5.15

Mileage at start 209

Mileage at end 6078

#### PRICES

List price new £8499

List price now £8499

Price as tested £8929

Dealer value now £7210

Private value now £6705

Trade value now £5845

#### OPTIONS

Metallic paint £430

#### FUEL CONSUMPTION AND RANGE

Claimed economy 65.7mpg

Fuel tank 35 litres

Test average 57.2mpg

Test best 66.1mpg

Test worst 47.5mpg

Real-world range 440 miles

#### TECH HIGHLIGHTS

0-62mph 12.6sec

Top speed 96mph

Engine 3 cyls in line, 998cc, petrol

Max power 67bhp at 6000rpm

Max torque 66lb ft at 3500rpm

Transmission 5-spd manual

Boot 254 litres

Wheels 5Jx14in

Tyres 165/65 R14

Kerb weight 835kg

#### SERVICE AND RUNNING COSTS

Contract hire rate £161

CO<sub>2</sub> 88g/km

Service costs None

Other costs None

Fuel costs £489

Running costs inc fuel £489

Cost per mile 12 pence

Depreciation £1719

Cost per mile inc dep'n 37.6 pence

Faults Fuel computer replaced

#### PREVIOUS REPORTS

3 Jun 2015, 24 Jun, 8 Jul, 12 Aug, 16 Sep,

28 Oct, 18 Nov, 23 Dec

simple to use, despite being laden with kit – including air-con, a DAB radio, USB and phone connectivity – and everything functioned with ease. What's more, despite our car's near maxed-out spec (including metallic paint, but with SZ4 to step up to), it still came in at a smidgen under £9000, which was remarkable. Even so, I just wished it was a bit less rigorous in its determination to do everything without fuss.

Above all, the Celerio is a car that has earned a second chance, and which down the line deserves a few bells and whistles to highlight its quietly shining capabilities. If we'd let those early headlines tar and feather the car for eternity, we'd have failed miserably in our jobs. As it is, I'm delighted to report that the Celerio is a very fine car.  
[jim.holder@haymarket.com](mailto:jim.holder@haymarket.com)



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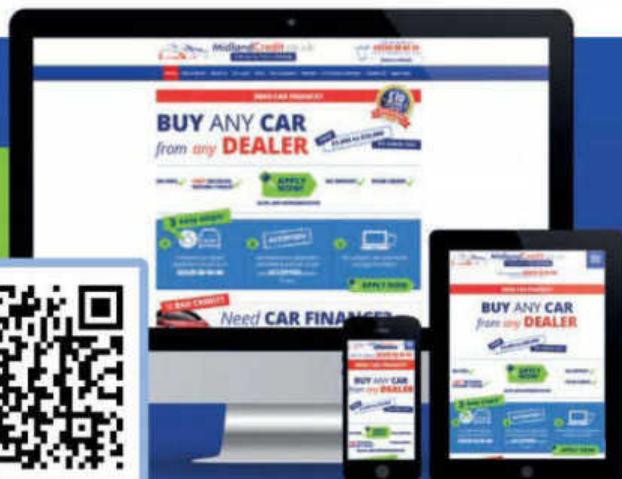
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Videographer James made the most of a weekend in the 650S



# McLaren 650S Spider

**Mileage | 8212** Our drop-top supercar has been winning friends and influencing people

**P**ass the tissues: the 650S has gone back to McLaren. My sit-in protest failed and I didn't want to chain myself to the alloys, because that might scuff them up for the next owner. The lucky so and so. Envious? Me?

The 650S may be gone but it's certainly not forgotten. But before I properly bid farewell to it with a full report in a few weeks' time, I dished out the keys to a couple of colleagues.

Photographer Luc Lacey and videographer James Holloway were the lucky winners, each getting the keys for extended weekend runs. They both loved the little electric window at the rear, mentioned last time, the lowering of which fills the cabin with engine noise.

There were mixed reviews for the doors. Both James and Luc loved the way they looked and operated, but Luc



Dihedral doors call for careful parking in order to leave enough room to open them



Boot can hold a medium-sized suitcase

noted that you have to watch how close you park to other cars in order to open them. He's right, although I get around the issue by letting my passenger out before reverse parking, then giving myself a bit more room on the driver's side. Some of James's passengers, meanwhile, thought the doors would close for them – a fair assumption, given how space age they look.

James, whose job is to film and edit videos and who is therefore well used to looking at screens, was a fan of both the portrait layout of the infotainment system and its old-school graphics.

Luc awarded an extra star to the folding roof mechanism, which he noted was quick and easy to use. The front boot also drew praise, Luc managing to fit a medium-sized suitcase in there plus a few other oddments. He was less keen on the storage in the cabin, noting that the elastic nets weren't in keeping with the elegance of the rest of the car.

We all agree on one thing, though: passers-by love the 650S – which is the opposite reaction you get to some sports and supercars. So yes, I'll admit it: that was me in Henley-on-Thames a few weeks ago, lapping the one-way system once or twice more than necessary to soak up the adoration. [mark.tishaw@haymarket.com](mailto:mark.tishaw@haymarket.com)

## McLaren 650S Spider

**Price** £215,250 **Price as tested** £255,930  
**Economy** 23.2mpg **Faults** Patchy radio signal  
**Expenses** None **Last seen** 23.12.15

may have this same issue, and to find out whether they managed to resolve it without visiting a dealer.

Happily, however, I cured the rattle from the rear quite easily, thanks to a helpful CX-3 forum member's advice ([cx3forums.co.uk](http://cx3forums.co.uk)). It turns out that one of the seatbacks hadn't fully locked back into place after the last time I'd flipped it down. The red tag on the release mechanism was showing, so I just unlocked the seatback and pushed it back hard and it seems to have done the trick.

In other news, I've also had some emails from CX-3 owners interested in the seemingly high cost of Mazda's servicing packages. One reader was quoted £749 for three years for his Sport Nav 1.5-litre diesel AWD model, which, in his own words, is "more expensive than Range Rover (£599) and Honda (£499) charge for their cars". The reason given to the reader for this price was because there is "very little room in the engine bay and it's the labour charged to do the work". I



Red tag means seat isn't fully locked



# Mazda CX-3

**Mileage 4250**

It seems my CX-3 isn't the only one afflicted by an annoying rattle from around the front passenger seat and, more recently, the rear seats every time I hit a pothole or go over a speed bump. A couple of readers have written in to complain of similar noises

from the passenger seat, although theirs rattle only when unoccupied. Mine seems to be louder when the front seatbelt is actually in use. I've had a good look at the seat, the seatbelt and the holder, but nothing seems to be amiss. I'd be interested to hear from any other readers who

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**REPRESENTATIVE EXAMPLE: Used Mitsubishi Outlander PHEV GX4h**

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Customer Deposit	<b>£9,125</b>	Total Amount Payable	<b>£31,839</b>
36 Monthly Payments	<b>£299</b>	Duration of Agreement (mths)	<b>37</b>
Option to Purchase Fee (inc in final payment)	<b>£10</b>	Representative APR	<b>5.9% APR</b>
Final Payment (GFV)	<b>£11,950</b>	Interest Rate (fixed)	<b>3.1%</b>

Visit [mitsubishi-cars.co.uk](http://mitsubishi-cars.co.uk) to find your nearest dealer.

1. Free service plan (Mitsubishi Service Plan/MSP) covers the first 3 scheduled services, includes parts defined by the vehicle manufacturer and is available with the purchase of a used Outlander PHEV between 30th January and 7th February 2016. For full details visit [www.mitsubishi-cars.co.uk/serviceplan](http://www.mitsubishi-cars.co.uk/serviceplan). 2. Official EU MPG test figure shown as a guide for comparative purposes and may not reflect real driving results. 3. Congestion Charge application required, subject to administrative fee. 4. The Alternatives PCP finance plan shown above is only available to customers resident in the UK, aged 18 and over, subject to status only through Shogun Finance Ltd T/A Finance Mitsubishi, 116 Cockfosters Rd, Barnet, EN4 0DY. Finance Mitsubishi is part of Lloyds Banking Group. We may receive commission or other benefits for introducing you to Finance Mitsubishi. Alternatives figures are based upon an annual mileage of 10,000, any excess mileage will be chargeable at 5ppm. The Guaranteed Future Value (GFV) is subject to the vehicle being returned on time, in good condition (fair wear and tear accepted), within the permitted maximum mileage and all the required payments having been made. Final payments (GFV) and monthly repayments may vary dependent upon date of registration and mileage, examples are a guide. Full written quotations are available upon request. Offer is only applicable in the UK (excludes Channel Isles & 10 M) and may be withdrawn at any time. Finance offer available at participating dealers between 30th December 2015 to 29th March 2016.



# Jaguar XE

**Mileage | 6211** A holiday season trip home highlights boot issues and multimedia foibles

Every year I migrate back to my family home for Christmas. This involves packing my life into the boot of whatever car I'm running and heading for the hills and back to Kettering. Last year this was no problem because I was in our long-term Nissan Qashqai, a car overflowing with practical storage solutions.

The Jaguar is more limited in that regard. It has a smaller boot than its key rival, the BMW 3 Series, which offers 480 litres of space with its rear seats in place, compared with the XE's 455 litres. The Jag's boot floor is on a slope, too, meaning items loaded towards the seatbacks have a tendency to slide back towards the boot opening. Split/folding rear seats are an option on all XEs, but they're not fitted to our test car.

I'm all of 10 minutes into my trip before the traffic starts. It's 23 December and it seems like all of London is trying to leave the city. As I inch along the M25, the XE's sat-nav pings to tell me that there's traffic on my route. No kidding.

On a cold morning such as this, the XE's InControl Touch infotainment system can be a little infuriating. The touchscreen controls for the heated seats can become stuck, with the only



XE was the smartest thing on the drive at the Moss family's Christmas gathering

remedy being to return to the home screen and try again. Similarly, while the sat-nav tells me there's traffic on my route, the detour it suggests takes so long to load that I give up and take the next motorway exit instead.

Finally, I break free from the traffic and start on some of the country roads surrounding my home town. By this point I'm eager to get home, so both the eight-speed automatic transmission and the Jaguar DriveControl system are switched to Sport mode. I've said this before, but the change that comes over the XE when these modes are engaged really is remarkable. The throttle response is faster, the steering is lighter and the handling is even sweeter than before.

Sadly, Northamptonshire is too far south to get even a whiff of the white stuff over Christmas, meaning there's no chance of seeing how the rear-wheel-drive Jaguar handles in the snow.

For those who are regularly snowed in, Jaguar recently announced that the 178bhp 2.0-litre diesel engine is now available in combination with four-wheel drive in the XE. In R-Sport form, it's £1800 more expensive than the rear-wheel-drive car.

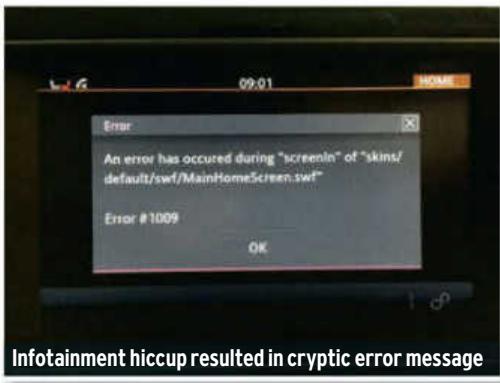
Back in London for the new year and the infotainment system threw another curveball. I'd just selected a route in the nav menu and wanted to get back to the homescreen. I pressed the button and... nothing happened. Then an error message appeared, saying the homepage couldn't be loaded. I searched various Jaguar forums and found no mention of it, but Jaguar itself says it has heard of two other instances of the problem. When I next returned to the XE, the situation had sorted itself. A software patch to fix the issue beckons.

[darren.moss@haymarket.com](mailto:darren.moss@haymarket.com)

## Jaguar XE 2.0 i4 180 R-Sport

Price £34,775 Price as tested £38,210

Economy 43.2mpg Faults Infotainment error message Expenses None Last seen 6.1.16



Infotainment hiccup resulted in cryptic error message

## THE LOG BOOK



### Fiat 500X

**Mileage 3186 Last seen 6.1.16**

I live on a busy suburban road, so I have to be careful when parking. But despite my best efforts, the 500X's door mirrors still get scraped by cars squeezing past. After checking Fiat's website, I found they sell black carbonfibre-look mirror covers for £120, which I think is worth it. I've ordered some from my local Fiat dealer, so watch this space. MH



### Ford Focus

**Mileage 12,050 Last seen 13.1.16**

The Focus's oil has slowly darkened over the past year but remained an essentially translucent, oil-coloured liquid. Until I dipped it last week, that is, when it appeared to have turned murky black. Is this due to the increased number of short runs the car has been doing recently? I'm not sure but have a suspicion it might be. A scheduled service is imminent, so we'll dig deeper then. TD



### Vauxhall Corsa VXR

**Mileage 7174 Last seen 6.1.16**

A few colleagues have mentioned the VXR's less than ideal driving position. They say you sit too high, and I'd agree. My other car is a Mini Cooper, and I love the bum-on-the-ground sensation you get. However, the VXR is in part redeemed by the excellent, figure-hugging Recaro seats, meaning some sportiness in the driving position is retained. MT

# Dragging used car sales into the 21st century

Dealers should embrace new ways to sell their used cars. **James Ruppert** wonders what might work



**F**logging used cars: it's not difficult, is it? All buyers want is the right car at the right price and with the minimum of fuss. Imagine if someone gave you a great big coin to stick in a slot and, after lots of whirring and mechanical noise, the used motor of your choice was delivered to the showroom floor from a multi-storey selection, like a can of pop from a machine. Well, that's the most super-clever idea ever, and it's enough to make me fly to Nashville, Tennessee, to try it.

The company is called Carvana, and the used car dispensing machine – or automated parking garage, as it is more accurately described – is a brilliant publicity stunt. Watch the film on YouTube. Customers really do have

the option of using the machine, so it isn't a one-off attention-grabber. So well done to Carvana. I think we need a supermarket to do that here so we can all go and watch the customer pick-ups on a Saturday morning.

Carvana is principally an online retailer. Its cars also come with a 100-day, limited-mileage warranty, as well as a seven-day, no-questions-asked return policy. So there's even more to learn from them right there.

What I am shocked by is just how slow car sellers have been to embrace video. I mean, film of the car ticking over and possibly on a test drive – what's difficult about that? Upload to YouTube and you're off. Indeed, some small independents have done just that, but



S-Class Coupé's promo vid did the trick

not many. Part of the problem is that they don't update websites themselves, and it seems like a bit of a pricey faff.

So I was interested to see that the great big AA Cars has linked up with the CitNOW video service. This offers dealers the ability to upload short video 'walkarounds' of their used car stock, and it has already gone live with AA Cars' customers.

I couldn't find anything on the AA

**AA Cars' new service offers dealers the ability to upload short video 'walkarounds' of their used car stock**



P70 James Ruppert  
Used car expert



P72 Matthew Griffiths  
Deals expert



P74 Nic Cackett  
Data expert



Carvana's used car vending machine is a great gimmick

## BANGERNOMICS BEST BUYS



### READER'S CAR: MERCEDES-BENZ CLS

Jeremy Churchill loves his 2005 Mercedes CLS55 AMG. "I've always fancied CLSs," he says, "but never thought I could afford to run one until I caught sight of two side by side on a sales lot. The first five minutes of the test drive was enough. That was two years and 20,000-plus miles ago. My concession to Bangernomics is to buy at the bottom of the depreciation curve, while it's still fairly fresh and before it starts to become unreliable. I've enjoyed this one so much I suspect I'm going to try my luck again – but not too soon!"

### SEND YOUR BANGERNOMICS TALES TO JAMES

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### WHAT CAUGHT MY EYE THIS WEEK: DEFENDERS

People are paying over the odds for late-model, minimal-mile Land Rover Defenders. The premium pricing is bonkers; if you want the full Defender experience, just spend a few grand.



### USED CAR DILEMMA: TOYOTA COROLLA ESTATE

You don't see many of these in the wild, but a Corolla estate could be all the motor you will need, possibly forever. It's a proper cockroach car which has nothing to offer except reliability and space for luggage and passengers.

compact estate

Indestructible



site, so I went straight to a franchised Mercedes premium retail group, L&L Automotive, and quickly found an ex-demo S-Class Coupé with a commentary and less than spectacular camera work. But, hey, that's all we need to make us phone up or hop in the expiring old motor in order to go and see a replacement one.

One used car dealership apparently increased sales by 25% in the first year by incorporating video. Another increased sales from 65 to 95 units per month, on average, which is very good going. Video, though, isn't a gimmick; it's really useful. If I could see moving pictures of a car I keep looking at on the interweb, I'd have bought it last week.

## 1 Ford Fiesta ST 2.0 (2004-2008)

Fast Fords tug at the heartstrings more than any other and are particularly captivating in small hatchback form. This may not be the best Fiesta ST in recent memory, but it still ticks the right boxes.

An excellent chassis ensures precise handling, plenty of grip and little body roll, and with a hard-working engine, this little Ford

offers real finesse and precision.

Inside, you get figure-hugging part-leather seats, ST-branded kickplates and brightwork added to the dials and handbrake.

This hot Fiesta isn't as fast or hard-edged as some rivals, but it offers an excellent low-cost, all-round package. A 52,000-miler can be yours for less than £2800.

# Pocket rockets from under £3000

Small hot hatches offer great-value performance. Less than a decade on from their launch, do these little gems still cut the mustard? **Matthew Griffiths** finds out



## Peugeot 207 GTi 1.6 THP (2007-2012)

Peugeot was under pressure to revive the former glories of its GTi badge following the lacklustre 206 GTi. The 207 GTi, then, wasn't quite the 205 GTi reborn, but it was a pretty good effort.

Handling is good, thanks to a well-balanced chassis that produces little body roll and a rear axle that keeps things in shape when braking into bends.

The power steering is overly assisted at low speeds and doesn't feel the best at higher speeds. Peugeots are rarely the most reliable, but should something go wrong, they are relatively cheap to fix.

The 207 GTi is now pretty cheap to buy, too, with a 2007-registered car with 48,000 miles on the clock being marketed for less than £3000.

## Fiat Abarth 500 1.4 T-Jet (2008-2015)

The Fiat Abarth 500 is so typical of the breed that it should feature in the Oxford Illustrated Dictionary under the term 'pocket rocket'.

Abarth transformed the regular 500 from style-led city runabout into raucous little devil and gave it the looks to match. It isn't perfect, though. It's no surprise that it's cramped in the back, but the

front seats want for support and the suspension is very firm. But with 133bhp from its 1.4-litre engine, a great handling set-up and nicely weighted steering, there's plenty to enjoy.

Prices have held firm, so a five-year-old car with 49,000 miles will be just under £7000. It'll come with 16in alloys, a tasty rear spoiler and big bumpers.





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4



## Vauxhall Corsa VXR 1.6i Turbo (2007-2014)

If ever there was a bull in a china shop, the VXR is it. The Alpha male of the pocket rocket line-up comes with a striking bodykit, big alloys and rear spoiler and an inverted triangular central exhaust.

It's quick, too, with 60mph arriving in just 6.8sec. The power delivery from the 1.6-litre turbo engine is progressive and smooth, however, and it has masses of

grip and great variable-ratio steering. Ever the Jekyll and Hyde, it's actually pretty civilised when pottering about. The cabin is treated to Recaro seats, a sporty steering wheel and VXR badges.

Find a 2007 model with less than 60,000 miles on the clock and this little monster can be growling on your drive for less than £5000.

## Renault Clio RS 200 (2006-2012)

The Renaultsport Clio is one of our favourite small hot hatches of the past 10 years, with its mighty 2.0-litre engine pumping out 197bhp and sending this ballistic mini-missile to 60mph in 6.9sec.

The rapid Clio's set-up is simple and brilliant: there's enough room for you and three mates and enough grip and performance to scare the wits out of them. While the steering doesn't offer

too much feedback, it's precise enough.

From the outside, it remains a good-looking car, with a rear diffuser that is both functional and aesthetically pleasing. Inside, though, this Clio shows its age, with hard and shiny plastics.

However, pound for pound, it's one of the best pocket rockets out there. For less than £4000, a 65,000-mile example could be all yours.

5



# NEW CARS

# A-Z

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## Autocar's star ratings explained

★★★★★ Inherently dangerous/unsafe. Tragically, irredeemably flawed.

★★★★★ Appalling. Massively significant failings.

★★★★★ Very poor. Fails to meet any accepted class boundaries.

★★★★★ Poor. Within acceptable

class boundaries in a few areas. Still not recommendable.

★★★★★ Off the pace. Below average in nearly all areas.

★★★★★ Acceptable. About average in key areas, but disappoints.

★★★★★ Competent. Above average in some areas, average in others. Outstanding in none.

★★★★★ Good. Competitive in key areas.

★★★★★ Very good. Very competitive

in key areas, competitive in secondary respects.

★★★★★ Excellent. Near class

leading in key areas, and in some ways outstanding.

★★★★★ Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 85

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<b>ABARTH</b>					<b>NOMAD</b> 0dr open	Superbikes fast off-road mentalism. It's great fun to drive	★★★★★			1.8 TFSI 180 S Line Nav quattro	E30475	177	153	28	<b>A5 SPORTBACK</b> 5dr hatch	Refined four-door coupe, but short on charm or finesse	★★★★★			
<b>595 3dr hatch</b>	Good value hot hatch. In Esseesse trim	★★★★★			2.0 TD1 110 S Line Navigation	E25835	108	106	18	2.0 TD1 136 SE Ultra	E30435	134	109	24						
1.4 T-Jet	£14660 133 155 26	★★★★★			2.0 TD1 150 S Line Navigation	E27185	148	108	20	2.0 TD1 150 SE	E30940	187	119	31						
1.4 T-Jet Turismo	£18090 158 155 26	★★★★★			2.0 TD1 184 S Line Navigation	E28455	181	117	28	2.0 TD1 190 SE	E32465	187	128	31						
1.4 T-Jet Competizione	£19890 178 155 26	★★★★★			2.0 TFSI 300 S3 quattro	E33830	296	164	36	1.8 TFSI 177 SE	E30035	174	141	30						
<b>595 CONVERTIBLE</b> 2dr open	Open-top hot hatch. has a softer ride than the 5in-top car	★★★★★			1.6 TD1 110 Ultra SE	E23165	108	110	15	2.0 TD1 136 SE Technik	E31385	134	109	24						
1.4 T-Jet	£16660 133 155 26	★★★★★			1.6 TD1 110 S Line	E23085	108	108	24	2.0 TD1 136 SE	E34980	148	127	25						
1.4 T-Jet Turismo	£20090 158 155 26	★★★★★			1.6 TD1 110 S Line	E24485	108	108	24	2.0 TD1 190 S Line	E33930	187	126	31						
1.4 T-Jet C Competizione	£21890 178 155 26	★★★★★			1.6 TD1 110 S Line	E27185	108	111	17	2.0 TD1 150 SE	E33340	148	127	25						
<b>ALFA ROMEO</b>					1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E32290	187	126	31						
<b>MITO</b> 3dr hatch	Classy, well equipped and cheap. No dynamic benchmark	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	1.8 TFSI 177 SE	E33945	174	148	30						
1.4 78 Progression	£16910 76 130 9	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
0.9 TB TwinAir 105 Progression	£13860 105 99 13	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
0.9 TB TwinAir 105 Junior	£14960 105 99 13	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
0.9 TB TwinAir 105 Distinctive	£16160 105 99 13	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
0.9 TB TwinAir 105 Line	£16910 105 99 13	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 140 M'air TCT Distinctive	£17710 138 124 22	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 140 M'air TCT	£18460 138 124 22	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 170 M'air O'Verde	£20300 168 124 27	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.3 JTDM-2 85 Progression	£14405 84 90 11	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.3 JTDM-2 85 Junior	£15505 84 90 11	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.3 JTDM-2 85 Distinctive	£16745 84 90 11	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.6 JTDM-2 120 Distinctive	£17910 118 119 21	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.6 JTDM-2 120 Line	£18660 118 119 20	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
<b>GIULIETTA</b> 5dr hatch	Stylish, rewarding family hatch. A new era for Alfa	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
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1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
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1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945	174	148	30						
1.4 TB M'air O'Verde	£18450 118 148 17	★★★★★			1.6 TD1 110 S Line	E28455	181	117	28	2.0 TD1 190 SE	E33945									

## AUTOCAR TOP FIVES

## Mega-hatches



**1 Volkswagen Golf R** From £30,000 Blends the formerly unblendable: VW sophistication with frenzied driver appeal. Fantastic value for money. ★★★★★



**2 Audi RS3** From £40,000 Too closely related to the VW to justify its price, but the five-pot makes it mind-meltingly fast. Comfy now, too. ★★★★★



**3 Mercedes-Benz A45 AMG** From £38,000 The new RS3 may make it sound a little tame, but that doesn't mean its appeal is lost on us. Far from it. ★★★★★



**4 BMW M135i** From £31,000 Puts the old-school heft of a six-cylinder engine front and centre. Doesn't quite have the handling to match. ★★★★★



**5 Subaru WRX STI** From £29,000 Not a hatch and not brilliant, but the WRX is the last outpost of the once mighty Japanese presence in this class. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	
3.0 TDi 218 SE	£40485	215	125	35	<b>BAC</b>	216d SE	£23945	114	99	13	320i xDrive M Sport	£36355	181	165	31
3.0 TDi 218 SE quattro	£42245	215	138	40	<b>MONO</b>	216d Sport	£25195	114	99	13	328i SE	£33105	241	151	31
3.0 TDi 227 SE quattro	£43805	268	138	42	<b>BENTLEY</b>	216d Luxury	£25945	114	99	14	328i Sport	£34105	241	157	36
3.0 BITDI 320 S E Sport	£48515	316	164	44	<b>CONTINENTAL GT 2dr coupé</b>	216d M Sport	£26945	114	104	14	328i Luxury	£35105	241	157	36
2.0 TDi 190 S Line Ultra	£36870	187	119	33	<b>CONTINENTAL GT CONVERTIBLE</b>	218d Sport	£25090	148	109	15	328i M Sport	£35355	241	157	36
2.0 TDi 190 S Line quattro	£40160	187	133	-	<b>CONTINENTAL GT CONVERTIBLE</b>	218d Luxury	£26340	148	109	16	335i Luxury	£40565	302	189	38
3.0 TDi 218 S Line	£34010	215	125	35	<b>CONTINENTAL GT CONVERTIBLE</b>	218d Sport	£27090	148	109	16	335i M Sport	£40815	302	188	38
3.0 TDi 218 S Line quattro	£44770	215	138	42	<b>CONTINENTAL GT CONVERTIBLE</b>	218d M Sport	£28090	148	114	16	318d SE	£31275	148	121	24
3.0 TDi 227 S Line quattro	£46330	268	138	42	<b>CONTINENTAL GT CONVERTIBLE</b>	218d Sport	£27790	187	115	21	318d Sport	£32275	148	121	24
3.0 BITDI 320 S Line quattro	£51040	316	164	44	<b>CONTINENTAL GT CONVERTIBLE</b>	218d Luxury	£28540	187	115	21	318d Luxury	£33275	148	121	24
2.0 TDi 190 Black Edition Ultra	£39045	187	119	33	<b>CONTINENTAL GT CONVERTIBLE</b>	218d M Sport	£29540	187	119	21	318d M Sport	£33525	148	121	24
2.0 TDi 190 Black Ed quattro	£42335	187	133	-	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive Sport	£30840	187	122	20	320d SE	£33725	187	125	30
3.0 TDi 218 Black Edition	£45185	215	127	35	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive Luxury	£31590	187	122	21	320d Sport	£33375	187	125	30
3.0 TDi 218 Black Ed quattro	£46960	215	138	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive M Sport	£32590	187	121	21	320d Luxury	£34375	187	125	31
3.0 TDi 227 Black Ed quattro	£48520	268	138	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive M Sport	£34525	187	125	31	320d M Sport	£34625	187	125	31
3.0 BITDI 320 Black Ed quattro	£53330	316	164	44	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£35225	187	124	31	320d xDrive SE	£36425	187	124	31
4.0 TFSI 450 S6 quattro	£58545	444	214	246	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive Sport	£35960	134	123	13	320d xDrive Luxury	£37425	187	124	31
4.0 TFSI 560 R56 quattro	£70985	552	223	50	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive M Sport	£36765	187	125	30	320d xDrive M Sport	£37675	187	125	30
4.0 TFSI 605 R56 Performance	£86000	596	223	50	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive Sport	£38205	187	125	30	320d Sport	£36305	187	125	30
<b>A6 ALLROAD</b> 5dr estate	Rugged 4x4 A6. Even more price	★★★★★			<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive M Sport	£38205	187	125	30	320d Luxury	£34170	250	181	31
3.0 TDi 218 quattro	£45755	215	145	39	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£38700	148	115	15	335d xDrive M Sport	£44120	308	149	42
3.0 TDi 218 Sport quattro	£49455	215	145	39	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£39700	148	115	15	335d xDrive Sport	£44370	308	149	42
3.0 TDi 227 quattro	£47315	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£40170	134	123	13	335d xDrive SE	£44710	308	149	42
3.0 TDi 227 Sport quattro	£51015	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£41695	134	123	13	335d xDrive Sport	£45425	187	125	31
3.0 BITDI 320 quattro	£51215	315	172	43	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£42795	134	123	13	335d xDrive M Sport	£46160	187	125	31
3.0 BITDI 320 Sport quattro	£55825	315	172	43	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£43795	134	123	13	335d xDrive SE	£46525	187	125	31
<b>A7 SPORTBACK</b> 5dr hatch	A good mix of luxury, practicality and driver reward	★★★★★			<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£44795	134	123	13	335d xDrive Sport	£47125	187	125	31
3.0 TDi 218 SE	£46415	215	124	38	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£45795	134	123	13	335d xDrive SE	£47525	187	125	31
3.0 TDi 218 SE Executive	£48170	215	138	41	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£46795	134	123	13	335d xDrive Sport	£48125	187	125	31
3.0 TDi 218 SE Executive	£48170	215	138	41	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£47795	134	123	13	335d xDrive M Sport	£48525	187	125	31
3.0 TDi 227 SE	£47315	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£48795	134	123	13	335d xDrive SE	£49125	187	125	31
3.0 TDi 227 Sport	£51015	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£49795	134	123	13	335d xDrive Sport	£49525	187	125	31
3.0 TDi 227 Sport	£51015	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£50795	134	123	13	335d xDrive M Sport	£50125	187	125	31
3.0 TDi 227 Sport	£51015	268	149	42	<b>CONTINENTAL GT CONVERTIBLE</b>	220d xDrive SE	£51795	134	123	13	335d xDrive SE	£50525	187	125	31
<b>BMW</b>					<b>BMW</b>					<b>BMW</b>					
<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 218 SE	£46415	215	124	38	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 218 SE	£46415	215	124	38	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			
3.0 TDi 227 SE	£47315	268	149	42	<b>1 SERIES</b> 3dr hatch	Measures up on space and comfort now. Still no 3 Series	★★★★★			<b>1 SERIES&lt;/</b>					

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
430d M Sport	£40945	255	139	40	xDrive35d M Sport	£49495	308	157	43	CITROËN	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
430d xDrive Luxury	£41960	255	145	39	<b>55 5d 4x4</b> Very comfortable and capable. Although the bling M50d should be avoided	★★★★★	49kW	67	6	<b>C-ZERO</b> 5dr hatch	Well-engineered electric city car. Too expensive	1.2 Ambiance	£6795	72	130	5	0.9 TwinAir Dualogic Lounge	£12625	84	95	7
430d xDrive M Sport	£42460	255	145	39	xDrive40e SE	£51845	241	77	41	<b>51 3d hatch</b>	The cheapest of the Aygo triplets. Cut, but noisy and basic	1.0 iC Ambiance	£8595	89	90	8	1.0T EcoBoost 125 Titanium	£17295	123	114	13
435d xDrive Luxury	£45245	308	150	41	xDrive40e M Sport	£65645	241	78	42	<b>51 3d hatch</b>	1.0 iVTH 68 Touch	1.0 iC Laureate	£8595	89	90	8	1.0T EcoBoost 125 Titanium X	£18495	123	114	13
435d xDrive M Sport	£54745	308	150	41	xDrive50i M Sport	£61185	442	224	42	<b>51 3d hatch</b>	1.0 iVTH 68 Feel	1.0 iC Laureate Prime	£7975	72	103	7	1.0T EcoBoost 125 Titanium	£13195	89	137	9
<b>5 SERIES 4dr Saloon</b>	No longer a handling benchmark. Superior interior.				xDrive50i M Sport	£66315	422	226	47	<b>51 3d hatch</b>	1.0 iVTH 68 Flair	1.0 iC Laureate Prime	£10299	89	90	12	0.9 TwinAir Trekking	£13075	84	105	6
520i SE	£33130	181	149	36	xDrive50i M Sport	£66315	422	226	47	<b>51 3d hatch</b>	1.0 iVTH 68 Flair S-S	1.0 iC Laureate Prime	£10995	89	98	11	1.0T EcoBoost 95 Trekking	£14959	89	139	8
520i Luxury	£35965	181	154	37	xDrive25d SE	£44280	228	139	37	<b>51 3d hatch</b>	1.0 iVTH 68 Flair S-S	1.0 iC Laureate Prime	£10995	87	95	7	1.0T EcoBoost 95 Zetec	£17045	94	98	10
520i M Sport	£35965	181	159	37	xDrive25d M Sport	£48195	228	141	37	<b>51 3d hatch</b>	1.0 iVTH 68 Flair S-S	1.0 iC Laureate Prime	£10535	87	88	7	1.0T EcoBoost 95 Titanium	£18125	94	119	10
528i SE	£36695	242	142	40	xDrive25d M Sport	£46565	228	146	37	<b>51 3d hatch</b>	1.0 iVTH 68 Flair S-S	1.0 iC Laureate Prime	£11535	67	88	7	1.0T EcoBoost 95 Titanium X	£19325	94	98	11
528i Luxury	£39495	242	147	41	xDrive25d M Sport	£51265	228	148	42	<b>51 3d hatch</b>	1.2 PureTech 82 Feel	1.0 iC Laureate Prime	£9945	81	99	11	1.0T EcoBoost 105 Powershift	£17795	103	149	11
528i M Sport	£39530	242	152	41	xDrive30d SE	£49365	254	152	42	<b>51 3d hatch</b>	1.2 PureTech 82 Flair	1.0 iC Laureate Prime	£10635	81	99	11	1.0T EcoBoost 105 Powershift Red	£17745	103	149	11
535i Luxury	£44690	302	174	42	xDrive30d M Sport	£54065	254	152	42	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£12015	81	99	12	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
550i Luxury	£57615	142	199	46	xDrive40d SE	£52025	308	157	43	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£11635	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
550i M Sport	£57915	142	206	46	xDrive40d M Sport	£56504	375	173	47	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10995	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
ActiveHybrid 5 SE	£47790	302	144	49	xDrive40d M Sport	£56504	375	173	47	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10995	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
ActiveHybrid 5 Luxury	£48825	302	159	49	xDrive40d M Sport	£56504	375	173	47	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10995	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
ActiveHybrid 5 M Sport	£50625	302	163	44	xDrive50i SE	£63535	443	225	47	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10995	67	88	7	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
4.4 V8 M5	£73970	522	231	48	xDrive50i M Sport	£67665	423	227	47	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£11995	67	88	7	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
518d SE	£30865	148	114	30	xDrive30d SE	£51615	254	151	41	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10345	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
518d Luxury	£33665	148	119	31	xDrive30d M Sport	£56315	254	152	41	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£11675	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
520d SE	£32365	187	134	34	xDrive40d SE	£54275	308	163	44	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£11795	81	99	13	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
520d Luxury	£35165	187	136	34	xDrive40d M Sport	£58975	308	165	44	<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£11795	81	99	13	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
525d SE	£36980	215	129	34	<b>24 2dr open</b>	Classy roadster. More cruise than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
525d Luxury	£39910	215	134	40	<b>24 2dr open</b>	Classy roadster. More cruise than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
525d M Sport	£39910	215	139	40	<b>24 2dr open</b>	Classy roadster. More cruise than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d SE	£41455	254	154	33	<b>5 SERIES TOURING 5dr estate</b>	Great overall package. 520d the best				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
520i SE	£35365	181	157	36	<b>5 SERIES TOURING 5dr estate</b>	Great overall package. 520d the best				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
520i Luxury	£38165	181	162	37	<b>5 SERIES TOURING 5dr estate</b>	Great overall package. 520d the best				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
520i M Sport	£38165	181	162	37	<b>5 SERIES TOURING 5dr estate</b>	Great overall package. 520d the best				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
528i SE	£38895	242	149	40	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
528i Luxury	£41730	242	149	41	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
528i M Sport	£41730	242	154	41	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
528i Luxury	£44945	302	172	41	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
528i M Sport	£44945	302	172	41	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535i SE	£33045	148	120	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535i Luxury	£35865	148	121	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535i M Sport	£35865	148	121	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d SE	£46475	254	139	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d Luxury	£46475	254	143	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d M Sport	£46475	254	143	31	<b>6 SERIES COUPÉ 2dr coupe</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535d SE	£51120	308	145	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535d Luxury	£51120	308	145	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535d M Sport	£51120	308	145	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d SE	£46475	254	143	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d Luxury	£48965	254	143	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
530d M Sport	£49765	254	143	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535d SE	£51185	181	146	34	<b>6 SERIES CONVERTIBLE 2dr open</b>	Great engines and interior. More GT than sports car.				<b>51 3d hatch</b>	1.2 PureTech 82 Flair Edition	1.0 iC Laureate Prime	£10235	81	99	11	1.0T EcoBoost 140 Zetec Lounge	£18995	103	149	11
535d Luxury	£51185																				

## AUTOCAR TOP FIVES

## Sport coupés



## 1 Porsche Cayman

From £40,000

Starter Cayman is as good as it gets. Scalpel-blade incisiveness folded into supreme usability. Prettier now, too. ★★★★★



## 2 Toyota GT86

From £25,000

Who knew Toyota had another masterpiece in it after the Lexus LFA? Fun doesn't cover it. A life companion. ★★★★★



## 3 BMW M235i

From £34,000

Towers over most obvious rivals. Only by comparing it with BMW's best ever do the marginal demerits appear. ★★★★★



## 4 Audi TT

From £38,000

Costliest version gets the deftest chassis ever to underpin a TT – the best reason yet to buy into Audi's coupé. ★★★★★



## 5 Peugeot RCZ

From £32,000

The hot RCZ finally delivers the vivid driving experience its appearance always deserved. A serious prospect. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group		
1.5 TDCi 120 Style	£18795	103	98	11	<b>C-MAX 5dr MPV</b> As fun to drive as it is easy to live with	£18695	103	98	11	1.8 i-VTEC Sport	£19615	140	145	14	<b>TUCSON 5dr 4x4</b> Classy, roomy cabin, predictable handling. Very competitive	£18695	130	147	15		
1.5 TDCi 95 Zetec	£19295	93	98	16	★★★★★	1.0 TDCi 100 Ecoboost Zetec S-S	£18695	99	117	10	1.8 i-VTEC Sport Navi	£20225	140	145	14	1.6 DTDi 132 S 2WD	£18695	130	147	15	
1.5 TDCi 115 Titanium	£21195	114	109	16	★★★★★	1.0 TDCi 100 Ecoboost Zetec S-S	£19195	123	117	13	1.8 i-VTEC EX Plus	£22135	140	145	14	1.6 DTDi 132 S 2WD	£20195	114	119	15	
2.0 TDCi 150 Titanium	£22635	148	105	16	★★★★★	1.0 TDCi 100 Ecoboost Zetec S-S	£19195	99	117	10	2.0 i-VTEC Turbo R	£29995	305	170	33	1.6 DTDi 132 S 2WD	£20495	130	147	15	
2.0 TDCi 150 Zetec Red Edition	£22810	148	105	16	★★★★★	1.0 TDCi 100 Ecoboost Zetec S-S	£20195	99	117	10	2.0 i-VTEC Turbo R GT	£32295	305	170	33	1.7 CRDi 116 SE 2WD	£21995	114	119	16	
2.0 TDCi 150 Zetec Black Edition	£22335	148	105	16	★★★★★	1.0 TDCi 100 Ecoboost Zetec S-S	£20695	123	117	13	<b>CIVIC TOURER 5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard	★★★★★	1.6 DTDi 132 SE Nav 2WD	£21295	130	147	16				
2.0 TDCi 150 Titanium X	£24635	148	105	16	★★★★★	1.0 TDCi 125 Ebst Titanium X-S-S	£22695	123	117	14	<b>TUCSON 5dr 4x4</b> Classy, roomy cabin, predictable handling. Very competitive	★★★★★	1.7 CRDi 116 SE Nav 2WD	£22795	114	119	19				
2.0 TDCi 185 ST-1	£22495	182	110	34	1.6 DTDi 125 Zetec	£18195	114	125	11	1.6 i-VTEC S	£19755	118	99	15	2.0 CRDi 136 SE Nav 2WD	£24195	134	122	22		
2.0 TDCi 185 ST-2	£22425	182	110	35	1.6 i-VTEC S	£20855	148	144	19	1.6 i-VTEC S Navi	£20635	118	99	15	2.0 CRDi 136 SE Nav 4WD	£25285	134	122	22		
2.0 TDCi 185 ST-3	£26295	182	110	36	1.6 i-VTEC S	£23605	180	144	22	1.6 i-VTEC SE Plus	£21570	118	99	15	2.0 CRDi 185 SE Nav 4WD	£26695	183	152	44		
23kW Electric	£31145	140	0	-	1.5 TDCi 105 Zetec Econetic	£20245	103	99	16	1.6 i-VTEC SE Plus Navi	£21180	118	99	15	1.7 CRDi 116 Premium 2WD	£25045	114	119	13		
<b>FOCUS ESTATE 5dr estate</b>	Well-mannered and comfortable. An Octavia carries more	★★★★★	1.5 TDCi 120 Zetec	£20045	118	105	16	1.6 i-DTec SR	£23440	110	103	16	2.0 CRDi 136 Premium 2WD	£26445	134	127	20				
1.0 TDCi 100 Ecoboost Titanium	£18695	99	109	10	1.5 TDCi 120 Titanium X	£23545	114	105	16	1.6 i-VTEC EX Plus	£26140	118	103	16	2.0 CRDi 136 Premium 4WD	£28075	134	130	19		
1.0 TDCi 100 Ecoboost Titanium	£18795	103	98	11	1.5 TDCi 150 Titanium X	£22895	148	114	20	1.6 i-VTEC S	£18695	140	149	13	2.0 CRDi 185 Premium 4WD	£28710	183	154	22		
1.0 TDCi 100 Ecoboost Titanium X	£23195	99	109	10	2.0 TDCi 150 Titanium X	£24895	140	114	22	1.8 i-VTEC S Navi	£19260	140	146	14	2.0 CRDi 136 Premium 4WD	£26945	177	177	19		
1.0 TDCi 100 Ecoboost Zetec	£19695	99	109	10	<b>GRAND C-MAX 5dr MPV</b> Fun and practical small seven seater	£20295	99	119	10	1.8 i-VTEC SE Plus	£21175	140	149	14	2.0 CRDi 136 Premium 4WD	£29975	134	139	23		
1.0 TDCi 125 Ecoboost Titanium X	£21695	123	110	14	1.0 TDCi 100 Ecoboost Zetec S-S	£20295	99	119	10	1.8 i-VTEC SR	£23135	140	149	14	2.0 CRDi 185 Premium 4WD	£30845	183	154	20		
1.0 TDCi 125 Ecoboost Style	£20445	123	125	14	1.0 TDCi 125 Ecoboost Zetec S	£20795	123	119	13	1.8 i-VTEC EX Plus	£24935	140	149	15	1.6 T-Di 177 Premium 4WD	£28845	177	177	19		
1.0 TDCi 125 Ecoboost Zetec	£20195	123	110	14	1.0 TDCi 100 Ecoboost Titanium S-S	£21795	99	119	10	<b>HR-V 5dr hatch</b> Cleverly packaged and comfortable	★★★★★	1.7 CRDi 116 SE Nav 2WD	£22795	114	119	19					
1.0 TDCi 125 Ecoboost Zetec S	£21445	123	110	14	1.0 TDCi 125 Ecoboost Titanium S-S	£22295	123	119	13	1.6 DTDi 125 Zetec	£19755	118	99	15	2.0 CRDi 136 SE Nav 2WD	£24195	134	122	22		
1.5 TDCi 120 Titanium	£22395	118	98	11	1.0 TDCi 125 Ecoboost Titanium X-S-S	£22495	99	119	14	1.6 i-VTEC S	£18495	128	130	18	1.6 T-Di 177 Premium 4WD	£26945	177	177	19		
1.5 TDCi 120 Titanium X	£24395	118	98	11	1.6 i-VTEC S	£22250	148	149	19	1.6 i-VTEC SE	£20565	118	99	15	1.6 T-Di 177 Premium 4WD	£28345	134	127	20		
1.5 TDCi 120 Zetec	£20895	118	98	11	1.6 i-VTEC S	£24950	180	149	22	1.6 i-VTEC SE Navi	£21300	128	134	18	<b>GENESIS 4dr saloon</b> The Korean company's first car from its luxury division	★★★★★	3.8 V6 GDI RWD	£31245	311	261	-
1.5 TDCi 120 Zetec S	£22145	118	98	11	1.5 TDCi 120 Zetec	£21645	118	113	16	1.6 i-VTEC EX	£20245	118	104	20	1.6 i-VTEC SE	£22440	118	108	20		
1.5 TDCi 95 Style	£19395	94	98	11	1.5 TDCi 120 Titanium	£22045	118	113	16	1.6 i-VTEC SE	£23445	118	127	20	1.6 i-VTEC SE Navi	£23050	118	108	20		
1.5 TDCi 150 Ecoboost Titanium	£22195	148	128	14	1.5 TDCi 120 Titanium X	£25145	114	116	16	1.6 i-VTEC SE	£26655	118	108	20	1.6 i-VTEC EX	£23050	118	108	20		
1.5 TDCi 150 Ecoboost Zetec S	£21495	148	127	14	2.0 TDCi 150 Titanium	£24495	148	119	20	1.6 i-VTEC SE	£23400	118	115	22	<b>CR-V 5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by clever competition	★★★★★	1.6 i-VTEC SE	£20550	120	138	-
1.6 85 Style	£17095	83	139	11	<b>S-MAX 5dr MPV</b> Proof that MPVs need not be boring	★★★★★	1.5 SCi Ecoboost 160 Zetec	£24795	158	149	14	1.6 i-VTEC SE	£20690	128	134	18	1.6 i-VTEC SE	£21500	197	161	21
1.6 105 Style	£18180	103	139	11	1.5 SCi Ecoboost 160 Zetec	£20295	158	149	14	1.6 i-VTEC SE Navi	£24300	128	134	18	1.6 i-VTEC SE	£24700	167	116	11		
1.6 125 Style Powershift	£19945	123	146	14	1.5 SCi Ecoboost 160 Zetec	£25495	118	129	14	1.6 i-VTEC EX	£24305	128	134	18	1.6 i-VTEC EX	£24500	120	138	20		
1.6 125 Titanium Powershift	£22445	123	146	14	1.5 SCi Ecoboost 160 Zetec	£26245	148	129	14	1.6 i-VTEC EX	£25570	118	115	22	1.6 i-VTEC EX	£25570	118	115	22		
1.6 125 Zetec Powershift	£21625	123	146	14	1.5 SCi Ecoboost 160 Zetec	£26645	151	149	14	1.6 i-VTEC SR 2WD	£28495	118	119	23	1.6 i-VTEC SR 2WD	£21600	120	138	22		
1.6 125 Zetec 5 Powershift	£22195	123	146	14	1.5 SCi Ecoboost 160 Zetec	£26645	151	149	14	1.6 i-VTEC SR 2WD	£27570	158	129	22	1.6 i-VTEC SR 2WD	£22550	107	108	20		
1.6 125 Zetec 5	£22295	114	109	14	2.0 TDCi 150 Titanium	£28095	149	129	14	1.6 i-VTEC SE	£20300	155	133	22	1.6 i-VTEC SE	£21500	197	161	21		
1.6 125 Zetec 5	£22395	118	98	11	2.0 TDCi 150 Titanium	£28095	149	129	14	1.6 i-VTEC SE Navi	£21300	128	134	18	1.6 i-VTEC SE Navi	£23000	197	161	21		
1.6 125 Zetec S	£20895	118	98	11	2.0 TDCi 150 Titanium	£28095	149	129	14	1.6 i-VTEC EX	£23045	158	177	23	1.6 i-VTEC EX	£30440	153	177	23		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	167	127	22		
1.6 125 Zetec S	£21045	118	98	11	2.0 TDCi 180 Titanium	£28845	178	120	14	1.6 i-VTEC EX	£20350	153	177	23	1.6 i-VTEC EX	£25110	1				

## Specialist Car Insurance

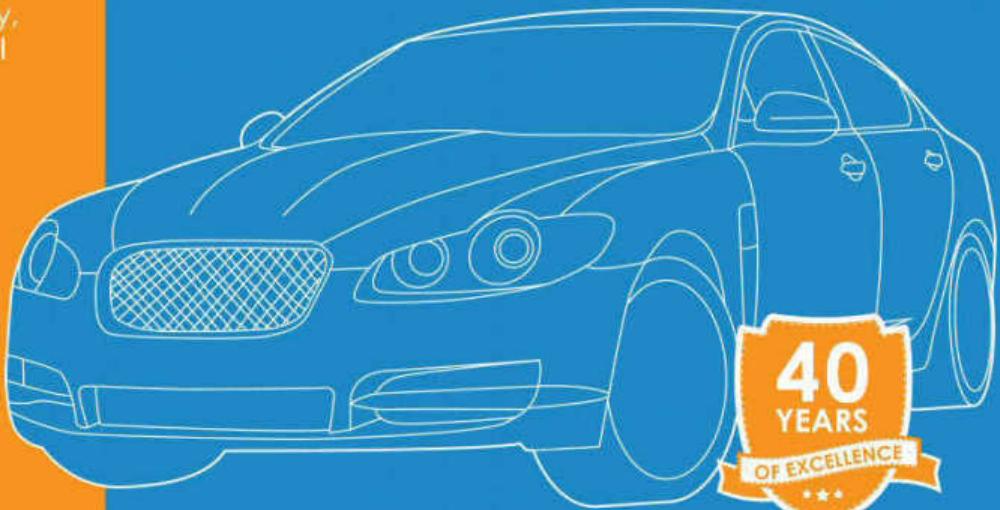
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## AUTOCAR TOP FIVES

## Track cars



## 1 Ariel Atom 3.5R

From £64,000

Everything learnt by Ariel during the past decade has been poured into this update. It shows. Sublime. ★★★★★



## 2 Radical RXC500

From £143,000

Radical's revision of its road car delivers the power previously missing. A Nürburgring record holder in waiting. ★★★★★



## 3 BAC Mono

From £79,000

A sublime attempt to recreate the single-seater driving experience for the road. Utterly incomparable. ★★★★★



## 4 Lotus Exige V6 Cup

From £63,000

Lighter and stiffer, the Cup is Lotus's idea of a track-day Exige. Predictably, it's brilliant. Easy to live with, too. ★★★★★



## 5 Caterham Seven 620R

From £50,000

Supercharged engine provides Chapman's imp with even more grunt. Usability suffers; acceleration does not. ★★★★★

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	
2.0i 240 Portfolio	£33740	237	179	-	1.0 2	£10145	65	105	2	<b>AVANTADOR</b> 2dr coupé	£10140	300	300	Premier	
3.0i 340 S	£44995	335	194	-	1.25 2 ISG	£10745	84	106	2	Big, bullish and ballistic. But not perfect	£43745	179	113	33	
2.0d 163 SE	£29775	159	99	-	1.25 3 ISG	£111745	84	106	2	★★★★★	£45495	288	141	42	
2.0d 163 Prestige	£30775	161	99	-	1.25 4 ISG	£12295	84	106	2	6.5 LP700-4	£260040	690	398	-	
2.0d 163 R-Sport	£32325	161	99	-	<b>RIO</b> 3dr hatch	Looks great, but it's well off the European saloon pace				6.5 LP700-4 Roadster	£288840	690	370	-	
2.0d 163 Portfolio	£32975	161	99	-	★★★★★	Another looker from Schreyer, but dynamically forgettable				6.5 LP700-4 Supervelocet	£315078	740	370	-	
2.0d 180 SE	£30275	178	109	-	1.25 1	£10345	83	115	2	LP750-4 Supervelocet Roadster	£17995	248	248	42	
2.0d 180 Prestige	£31275	178	109	-	1.25 SR7	£11845	83	115	3	300h Premier	£43745	179	113	33	
2.0d 180 R-Sport	£33025	178	109	-	1.25 2	£12245	83	115	3	450h Luxury	£45495	288	141	42	
2.0d 180 Portfolio	£33675	178	109	-	1.4 2 ISG	£13045	89	109	7	450h F Sport	£51495	288	145	42	
<b>XFR</b> 4dr saloon	Sublime Brit exec. Great interior and dynamics. XFR a five-star car				1.4 CRD 3 ISG	£14445	107	114	7	450h Premier	£51495	288	141	42	
2.0d 163 Portfolio	£36400	161	104	33	<b>CEDF</b> 5dr hatch	Another looker from Schreyer, but dynamically forgettable				460 F Sport	£74495	382	249	49	
2.0d 163 R-Sport	£34200	161	104	33	★★★★★	★★★★★				600h L Premier	£99995	389	199	50	
2.0d 180 R-Sport	£35100	178	114	34	1.4 98	£14905	98	138	7	<b>LS</b> 4dr saloon	Uninspiring luxury car with a huge kit list attached				
2.0d 163 Prestige	£32300	161	104	33	1.4 CRD 89 1	£16195	89	109	8	460 Luxury	£71995	382	249	49	
2.0d 180 Prestige	£32800	178	114	34	1.6 CRD 134 1 ISG	£16795	134	94	11	500h F Sport	£83095	235	183	-	
2.0d 180 Portfolio	£37300	178	114	34	1.4 98 VR7	£15750	98	138	7	500h S	£29495	153	116	29	
3.0d V6 300 S	£49945	271	144	44	1.4 CRD 89 VR7	£17040	89	109	9	500h County Utility Wagon	£27305	120	295	30	
3.0d V8 300 S	£49945	271	144	44	1.6 GDI 132 3 ISG	£17795	133	124	12	500h Utility Wagon	£27620	120	295	30	
<b>XJ</b> 4dr saloon	Sublime Brit exec. Great interior and dynamics. XFR a five-star car				1.6 GDI 98 1 ISG	£17945	98	113	12	500h 2WD S	£30505	120	269	28	
2.0d 180 R-Sport	£35100	178	114	34	1.6 GDI 118 3 ISG	£18895	134	99	13	500h 2WD	£31300	120	266	-	
2.0d 163 Portfolio	£32300	161	104	33	1.6 GDI 134 1 ISG	£18945	134	102	14	<b>DEFENDER</b> 90 3dr 4x4	An institution. Unbeatable off road, crude on it				
2.0d 180 R-Sport	£33025	178	109	-	1.6 GDI 134 2 ISG	£19225	134	102	14	★★★★★	★★★★★	★★★★★	★★★★★	-	
2.0d 163 R-Sport	£32800	178	109	-	1.6 GDI 134 4 Tech	£24295	134	102	16	500h 2WD	£28100	120	266	-	
3.0d V6 Portfolio	£37300	178	114	34	1.4 98 VR7	£15750	98	138	7	500h 2WD	£28100	120	269	25	
3.0d V6 300 S	£49945	271	144	44	1.4 CRD 89 VR7	£17040	89	109	9	500h County Utility Wagon	£29550	120	295	-	
3.0d V8 300 S	£49945	271	144	44	1.6 GDI 132 3 ISG	£17795	133	124	12	500h 2WD Utility Wagon	£27620	120	295	-	
<b>XJ</b> 4dr saloon	Sublime Brit exec. Great interior and dynamics. XFR a five-star car				1.6 GDI 98 1 ISG	£17945	98	113	12	500h 2WD S	£30505	120	269	28	
2.0d 180 R-Sport	£35100	178	114	34	1.6 GDI 118 3 ISG	£18895	134	99	13	<b>DEFENDER</b> 90 5dr 4x4	An institution. Unbeatable off road, crude on it				
2.0d 163 Portfolio	£32300	161	104	33	1.6 GDI 134 1 ISG	£18945	134	102	14	★★★★★	★★★★★	★★★★★	★★★★★	-	
2.0d 180 R-Sport	£33025	178	109	-	1.6 GDI 134 2 ISG	£19225	134	102	14	500h 2WD	£28100	120	266	-	
2.0d 163 R-Sport	£32800	178	109	-	1.6 GDI 134 4 Tech	£24295	134	102	16	500h 2WD	£28100	120	269	25	
3.0d V6 Portfolio	£37300	178	114	34	1.4 98 VR7	£15750	98	138	7	500h 2WD	£28100	120	269	25	
3.0d V6 Autobiography	£80250	296	155	49	1.0 T-GDI 118 GT-Line ISG	£20200	118	115	11	500h 2WD	£28100	120	269	25	
5.0d V8 Autobiography	£100000	503	264	50	1.6 GDI 134 4 GT-Line ISG	£20795	134	102	14	500h 2WD	£28100	120	269	25	
5.0d V8 JLR	£92405	543	264	50	1.6 GDI 134 1 ISG	£20650	120	201	67	500h 2WD	£28100	120	269	25	
<b>T-PACE</b> 5dr 4x4	Jaguar's first foray into the luxury SUV market				1.6 GDI 134 1 ISG	£15295	98	138	8	500h 4WD	£28100	120	269	25	
3.0d V6	£53555	335	199	-	1.6 GDI 134 2 ISG	£17295	133	124	13	500h 4WD	£28100	120	269	25	
3.0d V6 S	£62555	375	203	-	1.6 GDI 134 4 ISG	£22295	134	102	14	500h 4WD	£28100	120	269	25	
3.0d V6 AWD	£67405	375	211	50	1.6 GDI 134 1 ISG	£17195	134	102	14	500h 4WD	£28100	120	269	25	
3.0d V6 British Design Ed AWD	£75255	375	211	50	1.6 GDI 134 4 Tech	£24295	134	102	16	500h 4WD	£28100	120	269	25	
5.0d V8 R	£86810	543	255	50	1.6 GDI 134 1 ISG	£16195	98	138	8	500h 4WD	£28100	120	269	25	
<b>F-TYPE</b> 2dr coupe	Cheaper than the roadster. Gains in rigidity make it better too				1.6 GDI 134 1 ISG	£15295	98	138	8	500h 4WD	£28100	120	269	25	
3.0d V6	£53555	335	199	-	1.6 GDI 134 2 ISG	£17295	133	124	13	500h 4WD	£28100	120	269	25	
3.0d V6 S	£62555	375	203	-	1.6 GDI 134 4 ISG	£22295	134	102	14	500h 4WD	£28100	120	269	25	
3.0d V6 AWD	£67405	375	211	50	1.6 GDI 134 1 ISG	£17195	134	102	14	500h 4WD	£28100	120	269	25	
3.0d V6 British Design Ed AWD	£75255	375	211	50	1.6 GDI 134 4 Tech	£24295	134	102	16	500h 4WD	£28100	120	269	25	
5.0d V8 S	£92145	543	269	50	1.6 GDI 134 1 ISG	£16195	98	138	8	500h 4WD	£28100	120	269	25	
<b>PACE</b> 5dr 4x4	Jaguar's first foray into the luxury SUV market				1.6 GDI 133 2 ISG	£17295	133	124	13	500h 4WD	£28100	120	269	25	
2.0d 180 Prestige	£34170	177	129	-	1.6 GDI Connect	£15000	130	158	10	500h 4WD	£28100	120	269	25	
2.0d 180 Prestige AWD	£36110	177	134	-	1.6 GDI Connect Plus	£16100	130	158	10	500h 4WD	£28100	120	269	25	
2.0d 180 R-Sport	£36670	177	129	-	1.6 GDI Connect	£16600	126	132	9	500h 4WD	£28100	120	269	25	
2.0d 180 R-Sport AWD	£38610	177	134	-	1.6 GDI Connect Plus	£17700	126	132	10	500h 4WD	£28100	120	269	25	
2.0d 180 Portfolio	£39170	177	129	-	1.6 GDI Mixx	£19500	126	132	10	500h 4WD	£28100	120	269	25	
2.0d 180 Portfolio AWD	£39170	177	134	-	1.6 GDI Maxx	£21750	126	132	11	500h 4WD	£28100	120	269	25	
3.0d V6 300 S AWD Auto	£51450	256	199	-	<b>OPTIMA</b> 4dr saloon	Looks the part, but is well off the European saloon pace				500h 4WD	£28100	120	269	25	
3.0d V6 300 S AWD Auto	£51450	256	199	-	1.7 CRD 114 1 ISG	£19995	134	128	17	500h 4WD	£28100	120	269	25	
<b>RENEGADE</b> 5dr 4x4	Mid-range compact crossover with chunky looks but no obvious charm				1.7 CRD 3 ISG	£17595	134	128	20	500h 4WD	£28100	120	269	25	
1.6 e-Tech	£17295	109	141	-	high price, disappointing	★★★★★	★★★★★				500h 4WD	£28100	120	269	25
1.6 Multijet II Sport	£18995	118	115	-	1.4 89 1 ISG	£17995	89	130	8	50					

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group										
2.0 150 SE-L	£21245	148	107	24	CLA 200 Sport	£27200	134	109	27	CLS 4dr saloon	£22955	148	107	24	CLA 200d AMG Sport	£29400	134	109	29	CL540d 3dr coupe	£17120	97	99	10	1.6 THP GTI Prestige	£19995	205	125	30					
2.0 150 SE-L Nav	£21845	148	107	24	CLA 200d AMG Sport	£30080	175	109	27	CLS400 AMG Line	£55855	328	167	43	CLA 220d AMG Sport	£19115	121	137	16	1.5 dCi Acenta	£14280	89	99	8	1.6 THP GTI Prestige by PS	£21995	205	125	30					
2.0 150 Sport Nav	£22795	148	107	24	CLA 220d Sport	£32280	175	109	28	CLS63 AMG	£86510	576	230	48	CLA 220d OrangeArt	£34280	174	128	39	1.6 Cooper ALL4	£20315	121	156	16	1.5 dCi Acenta Style	£15675	89	93	8	<b>208 5dr hatch</b>	Big improvement for Peugeot, if not the			
<b>6 4dr saloon</b> A compelling mix of size, economy and performance. Interior a let down	★★★★★				CLS220d AMG Line	£46500	174	128	39	CLS50d AMG Line	£50695	254	142	44	CLA 220d Sport 4Matic	£31580	175	129	29	1.6 Cooper S ALL4	£22485	181	139	30	1.5 dCi Acenta Premium	£16615	89	93	9	1.0 PureTech Access A/C	£12295	67	102	5
2.0 145 SE	£19795	143	129	18	CLA 220d Sport 4Matic	£33780	175	123	30	CLS SHOOTING BRAKE	£145	Saloon-like	practicality, coupé-like rewards	★★★★★	CLA 220d Sport 4Matic	£31580	175	129	29	1.6 Cooper S ALL4	£23720	181	148	29	1.5 dCi Tekna	£17520	89	93	9	1.0 PureTech Active	£14445	74	90	6
2.0 145 SE Nav	£20495	143	129	18	CLA 220d AMG Sport 4Matic	£33780	175	123	30	CLS SHOOTING BRAKE	£145	Saloon-like	practicality, coupé-like rewards	★★★★★	CLA 220d AMG Sport 4Matic	£33780	175	123	30	1.6 Cooper S ALL4	£29575	208	165	34	1.5 dCi Tekna Style	£18020	89	93	9	1.0 PureTech Active	£13095	67	102	6
2.0 145 SE-L	£20795	143	129	16	CLA 220d OrangeArt 4Matic	£35780	175	123	30	CLS SHOOTING BRAKE	£145	Saloon-like	practicality, coupé-like rewards	★★★★★	CLA 220d OrangeArt 4Matic	£35780	175	123	30	1.6 Cooper S ALL4	£21355	97	134	12	1.2 DIG-T Tekna Style	£17120	97	99	10	1.2 PureTech Active	£13395	81	104	8
2.0 145 SE-L Nav	£21495	143	129	16	CLA 220d Sport	£28050	134	114	21	CLS SHOOTING BRAKE	£145	Saloon-like	practicality, coupé-like rewards	★★★★★	CLA 220d Sport	£26030	120	134	23	1.6 Cooper D	£20345	110	115	15	1.6 Cooper D	£19115	121	137	16	1.6 Blue HDI Active	£15245	74	90	8
2.0 165 Sport Nav	£24595	162	135	19	CLA 220d Sport	£30930	175	108	27	CLS220d AMG Line	£48080	174	132	37	CLA 220d Sport	£200 Cooper SD	£23205	141	119	20	80k Tekna	£30590	107	0	24	1.6 Blue HDI Active S&S	£15445	74	79	8				
2.0 150 SE	£22295	148	108	21	CLA 180 Sport	£26030	120	134	23	CLS220d AMG Line	£52145	254	149	44	CLA 220d Sport	£200 Cooper SD	£24535	141	126	19	80k Visia	£26490	107	0	23	1.2 PureTech Allure	£14795	81	104	8				
2.0 150 SE Nav	£22995	148	108	21	CLA 180 AMG Sport	£28230	120	134	24	CLS220d AMG Line	£53130	175	108	28	CLA 220d Sport 4Matic	£35930	215	158	33	1.6 Cooper S ALL4	£23720	181	148	29	80k Visia +	£27590	107	0	23	1.2 PureTech Allure S&S	£16095	108	99	11
2.0 150 SE-L	£23295	148	108	21	CLA 250 AMG 4Matic	£35930	215	158	33	CLS220d AMG Line	£53130	175	108	28	CLA 220d Sport 4Matic	£35930	215	158	33	1.6 Cooper S ALL4	£19885	110	111	18	80k Acenta	£28590	107	0	23	1.6 Blue HDI Allure	£16445	74	90	8
2.0 150 SE-L Nav	£23995	148	108	21	CLA 45 AMG	£43510	375	171	45	CLA 220d Sport	£27365	134	111	-	CLA 45 AMG	£43510	375	171	45	1.6 One ZWD	£17105	97	134	12	1.6 Blue HDI Allure S&S	£16645	74	79	8					
2.0 150 Sport Nav	£26395	148	108	21	CLA 200d Sport	£28050	134	114	21	CLA 200d Sport	£28050	134	114	21	CLA 200d Sport	£162 Cooper	£18625	120	136	17	1.6 Cooper ZWD	£162 Cooper	£18625	120	136	17	1.6 Blue HDI Active	£17045	97	90	8			
2.0 175 Sport Nav	£26795	173	119	23	CLA 200d Sport	£29500	134	114	21	CLA 200d Sport	£29500	134	114	21	CLA 200d Sport	£162 Cooper	£19855	120	156	16	1.6 Cooper ZWD	£162 Cooper	£19855	120	156	16	1.6 Blue HDI Active	£15245	74	90	8			
<b>6 TOURER 5dr estate</b> A compelling mix of size, economy and performance. Interior a let down	★★★★★				CLA 200d Sport	£30930	175	108	27	CLS200d AMG Line	£48080	174	132	37	CLA 200d Sport	£200 Cooper SD	£2205	141	119	20	80k Tekna	£30590	107	0	24	1.6 Blue HDI Active S&S	£15445	74	79	8				
2.0 165 Sport Nav	£25395	162	135	19	CLA 200d Sport	£31030	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£22485	141	126	19	80k Visia	£26490	107	0	23	1.2 PureTech Allure	£14795	81	104	8				
2.0 175 Sport Nav	£27595	173	119	23	CLA 200d Sport	£31240	175	108	27	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£2275	141	119	20	80k Visia +	£27590	107	0	23	1.6 Blue HDI Allure	£16095	108	99	11				
2.0 145 SE-L	£23295	148	108	21	CLA 200d Sport	£31450	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£2295	141	126	19	80k Acenta	£28590	107	0	23	1.6 Blue HDI Allure S&S	£16645	74	79	8				
2.0 150 SE-L Nav	£23995	148	108	21	CLA 200d Sport	£31660	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£2325	141	119	20	80k Tekna	£28845	108	134	21	1.6 Blue HDI Active	£17045	97	90	8				
<b>CK-3 5dr 4x4</b> Superb diesel engine suited to above average package	★★★★★				CLA 200d Sport	£31870	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£235	141	126	19	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9				
2.0 150 SE	£23095	148	108	21	CLA 200d Sport	£32080	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£238	141	126	19	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9				
2.0 150 SE Nav	£23795	148	108	21	CLA 200d Sport	£32300	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£241	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
<b>CK-3 5dr 4x4</b> Superb diesel engine suited to above average package	★★★★★				CLA 200d Sport	£32510	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£244	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 150 SE-L	£23995	148	108	21	CLA 200d Sport	£32720	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£247	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 150 SE-L Nav	£24095	148	108	21	CLA 200d Sport	£33030	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£250	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 150 SE-L	£24095	148	108	21	CLA 200d Sport	£33240	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£253	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 150 SE-L Nav	£24795	148	108	21	CLA 200d Sport	£33450	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£256	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
<b>CK-3 5dr 4x4</b> Superb diesel engine suited to above average package	★★★★★				CLA 200d Sport	£33660	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£259	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 165 Sport Nav	£26595	162	135	19	CLA 200d Sport	£33870	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£262	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 165 Sport Nav	£26995	162	135	19	CLA 200d Sport	£34080	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£265	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
2.0 165 Sport Nav	£27295	162	135	19	CLA 200d Sport	£34290	175	108	28	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£268	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
<b>CK-3 5dr 4x4</b> The old recipe - but done better. Lean, low-cost and pretty. As it should be	★★★★★				CLA 200d Sport	£34500	162	132	19	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£271	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active	£14995	81	114	9					
1.5i Sport	£22445	129	139	26	CLA 200d Sport	£34700	162	132	19	CLS200d AMG Line	£52145	254	149	44	CLA 200d Sport	£200 Cooper SD	£274	140	20	80k Visia	£28845	108	134	21	1.2 PureTech Active									

## WHAT'S COMING WHEN



## Jaguar F-Type SVR

Summer

It won't be officially unveiled until March, but leaked details of the upcoming F-Type SVR have revealed that it will produce 567bhp. The all-wheel-drive coupé uses an uprated version of the F-Type R's supercharged V8. It'll be good for 200mph. **Price £100,000 (est)**

## SPRING 2016

**Abarth 595** facelift, **Alpina B7**, **Ariel Nomad** Supercharged, **Audi S8** Plus, **S4**, **RS6/RS7** Performance, **R8 Spyder**, **S07**, **SQ5**, **BMW M2**, **M4 GTS**, **225xe** Active Tourer, **330e**, **3 Series GT** facelift, **X4 M40i**, **Bugatti Chiron**, **Cadillac CT6**, **Chevrolet Camaro**, **Detroit Electric** SP-01, **Elemental RP1**, **Ferrari 488 Spider**, **Fiat Tipo**, **Ford Focus RS**, **Ranger**, **Mustang**, **Infiniti Q30**, **Hyundai i20 Active**, **i20 1.0**, **Jaguar F-Pace**, **XE AWD**, **XF AWD**, **Kia Sportage**, **Optima**, **Kahn Speed 2**, **Koenigsegg Agera RS**, **Lamborghini Aventador SV** Roadster, **Huracán LP580-2**, **Huracán Spyder**, **Centenario LP770-4**, **Land Rover Range Rover Evoque Convertible**, **Lexus RX**, **GS F**, **RC**, **Lotus 3-Eleven**, **Elise Sport**, **Mercedes-AMG C63** Coupé, **S65 Cabriolet**, **G3**, **Mercedes-Benz S-Class** Cabriolet, **E-Class**, **GLS**, **SL** facelift, **SLC**, **C-Class** Coupé, **Mini Clubman** All4, **Convertible**, **Pagani Huayra**, **Porsche 718** Boxster, **911 Carrera 4/4S**, **911 Turbo**, **Turbo S** facelift, **Macan GTS**, **Rolls-Royce Dawn**, **Smart Fortwo Cabrio**, **Subaru XV** facelift, **Suzuki Baleno**, **Vitara S**, **Toyota Prius**, **C-HR**, **RAV4** facelift, **Vauxhall Astra**, **Astra Sports Tourer**, **Volkswagen Golf GTI** Clubsport, **Tiguan**, **Zenos E10 R**

## SUMMER 2016

**Alfa Romeo Mito** facelift, **Giulietta** facelift, **Alpine A120**, **Aston Martin DB11**, **Audi RS4**, **A4 Allroad**, **A3 facelift**, **BMW 1 Series** saloon, **740e**, **3 Series GT**, **Bristol Project Pinnacle**, **Chevrolet Camaro**, **Citroën C3**, **DS 3**, **Ferrari 12tdf**, **FF** facelift, **Fiat 124 Spider**, **Ford**, **Ecosport**, **Edge**, **S-Max**, **Vignale**, **Honda NSX**, **Hyundai i10**, **Ioniq**, **Infiniti QX30**, **Q60**, **Jaguar F-Type SVR**, **Koenigsegg Regera**, **Maserati Levante**, **McLaren 675 LT Spider**, **570S GT**, **Mercedes-AMG SL63**, **Mercedes-Benz**, **C-Class** Cabriolet, **CLA** facelift, **CLA Shooting Brake** facelift, **Mercedes-Maybach S-Class** Pullman, **MG GS**, **Mitsubishi Outlander** facelift, **Morgan EV3**, **Peugeot 3008**, **5008**, **Porsche 911 R**, **Renault Mégane**, **Mégane RS**, **Seat Leon** SUV, **Toyota Auris Cross**, **Tramontana R**, **Vauxhall Zafira** Tourer, **Volkswagen** Up facelift, **Beetle** Dune

## AUTUMN/WINTER 2016

**Alfa Romeo Giulia**, **Audi Q5**, **A5**, **TT RS**, **Bentley Bentayga**, **Mulsanne** facelift, **Borgward BX7**, **Caterham Seven** 620S, **Citroën C3 Picasso**, **Ford GT**, **Kia**, **Hennessey Venom F5**, **Honda Civic**, **FCV Clarity**, **Hyundai Ioniq**, **Kia Optima** Sportswagon, **Soul** facelift, **Cee'd**, **Niro**, **Land Rover Discovery**, **Lexus LC500**, **Mercedes-AMG GT3**, **E63**, **Mercedes-Benz S-Class** facelift, **Mini Countryman**, **Mitsubishi ASX**, **Morgan EV3**, **Nissan Juke**, **Micra**, **Porsche 718 Cayman**, **Renault Scénic**, **Clio** facelift, **Seat Leon**, **Skoda** SUV, **Roomster**, **Subaru Impreza**, **Tesla Model X**, **Vauxhall Insignia**, **Volkswagen Golf**, **Beetle**, **Volkswagen** S90, **V90**

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## Volkswagen Golf GTI Clubsport

Spring

The GTI Clubsport is labelled by VW as the track-day driver's Golf. With a 261bhp turbocharged four-cylinder engine and a chassis fine-tuned for circuit use, it's faster than the regular GTI and more focused than the all-wheel-drive Golf R. **Price £29,000**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 BlueHDi 75 Active	£16585	74	113	12
1.6 BlueHDi 100 Active	£16435	98	109	14
1.6 BlueHDi 100 Allure	£18595	98	109	15
1.6 BlueHDi 120 Allure	£19245	118	115	17

**PORSCHE** **BOXSTER** 2dr open Honed, toned and cosmetically enhanced. Scarily brilliant **★★★★★**

**2.7** £39553 261 195 40 **CLIO** 5dr hatch Attractive, nice to drive and practical. Only the Fiesta does it better **★★★★★**

**2.7 Black Edition** £46164 261 195 40 **2.0 Expression** 16V 75 £11465 74 127 4 **1.2 Expression** 16V 75 £11465 74 127 4 **1.0 60 S**

**3.4 S** £47858 311 211 43 **1.2 Play** 16V 75 £12675 74 127 4 **1.0 60 S/A/C**

**3.4 GTS** £53872 326 211 44 **0.9 Tce 90 Play** £13675 89 104 9 **1.0 60 SE**

**3.8 Spyder** £60459 370 230 44 **1.5 dci 90 Play** £14975 89 125 12 **1.0 60 SE**

**CAYMAN** 2dr coupé Roof the deal. A five-star car by any measure **★★★★★**

**2.7** £39694 271 195 37 **0.9 Tce 90 Dynamic** £14675 89 104 10 **1.0 60 S**

**2.7 Black Edition** £45989 271 195 37 **1.5 dci 90 Dynamic** £15975 89 85 12 **1.0 60 SE**

**3.4 S** £48783 320 211 41 **1.5 dci 90 Dynamic** £16225 89 82 12 **1.0 60 SE**

**3.4 GTS** £55397 335 211 43 **0.9 Tce 90 Dynamic** £15675 89 104 10 **1.0 60 SE**

**3.8 GT4** £64451 380 230 44 **1.5 dci 90 Play Eco** £15225 89 82 12 **1.0 60 i-Tech**

**911** 2dr coupé The best just got better. Still more than worthy of its iconic status **★★★★★**

**Carrera** £67412 365 190 46 **1.5 dci 90 Iconic** £16765 89 85 12 **1.0 60 S**

**Carrera 4** £81398 365 201 46 **1.5 dci 90 Dynamic** £15975 89 85 12 **1.0 60 S**

**Carrera S** £85857 404 199 47 **1.5 dci 90 Dynamic** £16225 89 82 12 **1.0 60 SE**

**Carrera 4S** £90843 404 204 48 **1.5 dci 90 Dynamic** £16975 89 85 12 **1.0 60 S/A/C**

**Carrera GTS** £91098 424 223 48 **1.5 dci 90 Dynamic** £16245 89 82 12 **1.0 60 SE**

**Carrera 4 GT** £95862 424 233 48 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 SE**

**Turbo** £126925 532 218 48 **1.5 dci 90 Dynamic** £16245 89 85 12 **1.0 60 S**

**Turbo S** £154773 573 218 48 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**911 CABRIOLET** 2dr open The best just got better. Still more than worthy of its iconic status **★★★★★**

**Carrera** £85253 365 195 49 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Carrera S** £94699 414 202 49 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Carrera 4** £90240 365 209 49 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Carrera 4S** £99684 414 208 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Targa 4** £90240 365 206 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Targa 4S** £99684 414 208 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Carrera GTS** £99602 424 228 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Carrera 4 GT** £104385 424 235 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Targa 4 GT** £104385 424 237 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Turbo** £130148 532 216 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**Turbo S** £151782 573 216 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**918 SPYDER** 2dr open Porsche's hybrid hypercar. A rare and hugely fast new five-star model **★★★★★**

**4.6 V8** £657400 875 70 50 **1.5 dci 90 Dynamic** £16750 89 114 17 **1.0 60 S**

**NACAN** 5dr 4x4 Spookily good handling. A sports utility vehicle in the purest sense **★★★★★**

**2.0** £43553 248 172 - **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**3.0 V6 S** £45945 335 212 40 **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**3.0 V6 GTS** £55188 335 215 40 **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**3.6 V6 Turbo** £62540 394 216 44 **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**3.0 V6 Diesel** £45942 256 164 39 **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**PANAMERA** 5dr hatch Technically brilliant and with a great cabin. Soulless though **★★★★★**

**2.0** £43553 248 172 - **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**2.0 220 GT** £24250 217 167 31 **1.5 dci 110 Dynamic** £16750 89 114 17 **1.0 60 S**

**MEGANE** 3dr coupé Stylish and refined but bland. Nothing exceptional **★★★★★**

**1.6 dci 110** £20499 404 204 48 **1.5 dci 110 Expression** £16750 89 114 17 **1.0 60 S**

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**1.6 dci 110** £20499 404 204 48 **1.5 dci 110 Expression** £16750 89 114 17 **1.0 60 S**

**1.6 dci 110** £20499 404

# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group							
2.0 TDi 150 SE 4x4	£23590	148	119	18	1.6 ELX	£16000	126	149	18	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Icon	£12745	68	99	5	1.0 VT-i Hatch	£18995	108	97	2	1.0 VT-i	£23044	246	169	-		
1.4 TSi 150 ACT SE L	£42200	148	116	19	1.6D ELX	£17250	113	113	19	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Icon	£13495	98	114	5	1.0 VT-i Hatch	£17895	98	128	2	1.0 VT-i	£22794	134	109	-		
2.0 TSi 220 SE L DSG	£27020	217	143	24	1.6D ELX 4x4 4WD	£18500	113	123	19	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18595	103	102	2	1.0 VT-i	£23594	168	118	-		
2.0 TSi 280 SE L 4x4 DSG	£31020	276	160	27	REXTON W 5dr 4x4	£22950	198	208	19	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18895	128	128	2	1.0 VT-i	£23894	246	169	-		
1.6 TDi 120 Greenline SE L	£25050	118	95	14	work of mud. Tarmac more tricky	★★★☆☆	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£23644	134	109	-
2.0 TDi 150 SE L	£25150	148	109	19	2.2D SX	£22995	208	196	31	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£23644	168	118	-		
2.0 TDi 150 4x4 SE L	£26620	148	120	18	2.2D EX	£25495	208	196	32	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20095	148	124	-		
2.0 TDi 190 SE L	£27320	187	132	24	TURISMO 5dr MPV	£22950	198	208	19	1.0 VT-i Active	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£24444	168	118	-		
2.0 TDi 190 4x4 SE L	£30220	187	132	23	real estate for the money	★★★☆☆	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£19784	134	124	-					
2.0 TDi 220 Laurin & Klement	£30640	217	143	24	2.2D SE	£15375	239	189	34	1.3 VT-i Hatch	£10995	68	99	4	1.3 VT-i Hatch	£13495	98	114	5	1.3 VT-i Hatch	£18955	108	97	2	1.3 VT-i	£23044	246	169	-		
2.0 TDi 280 L&K 4x4	£34740	276	160	28	2.2D EX	£17042	239	189	34	1.4 D-i Hatch	£10995	98	91	-	1.4 D-i Hatch	£13495	98	114	5	1.4 D-i Hatch	£18955	108	97	2	1.4 D-i	£23894	168	118	-		
2.0 TDi 150 Laurin & Klement	£28740	148	109	20	2.2D EXL Auto	£20250	239	205	36	1.3 VT-i Hatch	£10995	98	119	-	1.3 VT-i Hatch	£13495	98	114	5	1.3 VT-i Hatch	£18955	108	97	2	1.3 VT-i	£24204	134	109	-		
2.0 TDi 190 Laurin & Klement	£30240	148	120	19	2.0 TDi 150 4x4 L&K 4x4	£30240	148	120	19	1.3 VT-i Hatch	£10995	98	119	-	1.3 VT-i Hatch	£13495	98	114	5	1.3 VT-i Hatch	£18955	108	97	2	1.3 VT-i	£25004	168	118	-		
2.0 TDi 190 Laurin & Klement	£30940	187	107	25	1.3 VT-i Hatch	£10995	98	119	-	1.3 VT-i Hatch	£13495	98	114	5	1.3 VT-i Hatch	£18955	108	97	2	1.3 VT-i	£25004	168	118	-							
2.0 TDi 190 L&K 4x4	£33840	187	132	24	1.3 VT-i Hatch	£10995	98	119	-	1.3 VT-i Hatch	£13495	98	114	5	1.3 VT-i Hatch	£18955	108	97	2	1.3 VT-i	£25004	168	118	-							
<b>SUPERB ESTATE 5dr estate</b>	<b>£20,990</b>	<b>148</b>	<b>119</b>	<b>18</b>	<b>1.6 ELX</b>	<b>£25495</b>	<b>148</b>	<b>160</b>	<b>23</b>	<b>1.0 VT-i Hatch</b>	<b>£10995</b>	<b>68</b>	<b>99</b>	<b>4</b>	<b>1.0 VT-i Hatch</b>	<b>£13495</b>	<b>98</b>	<b>114</b>	<b>5</b>	<b>1.0 VT-i Hatch</b>	<b>£18955</b>	<b>108</b>	<b>97</b>	<b>2</b>	<b>1.0 VT-i</b>	<b>£23044</b>	<b>246</b>	<b>169</b>	<b>-</b>		
1.4 TSi 125 S	£19840	123	126	14	2.0i XE Premium	£27495	148	160	23	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£22794	134	109	-		
1.6 TDi 120 S	£21240	118	109	12	2.0i XT Turbo CVT	£30995	237	197	34	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£23594	168	118	-		
1.6 TDi 120 Greenline S	£22100	118	96	13	2.0i X	£24995	148	142	24	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£23894	168	118	-		
1.4 TSi 150 ACT SE L	£22390	148	119	18	2.0i XC	£24995	145	148	25	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£24204	134	109	-		
1.6 TDi 120 SE	£22790	118	109	13	2.0i XC Premium	£24995	145	148	25	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£25004	168	118	-		
1.6 TDi 120 Greenline SE L	£23450	118	96	13	2.0i XC Premium	£24995	145	148	25	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£25004	168	118	-		
2.0 TDi 150 SE	£23290	148	109	18	2.0i XC Premium	£24995	145	148	25	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£25004	168	118	-		
2.0 TDi 190 4x4 SE L	£23220	176	164	27	2.0i SE Premium	£26995	145	146	27	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£25004	168	118	-		
<b>OUTBACK ESTATE 5dr 4x4</b>	<b>£21,990</b>	<b>148</b>	<b>160</b>	<b>23</b>	<b>1.0 VT-i Hatch</b>	<b>£10995</b>	<b>68</b>	<b>99</b>	<b>4</b>	<b>1.0 VT-i Hatch</b>	<b>£13495</b>	<b>98</b>	<b>114</b>	<b>5</b>	<b>1.0 VT-i Hatch</b>	<b>£18955</b>	<b>108</b>	<b>97</b>	<b>2</b>	<b>1.0 VT-i</b>	<b>£20795</b>	<b>111</b>	<b>111</b>	<b>-</b>							
2.0 TDi 150 4x4 SE L	£23200	148	110	19	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
2.0 TDi 190 4x4 SE L DSG	£28220	217	143	24	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
2.0 TDi 280 SE L 4x4 DSG	£32320	276	164	27	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline SE L	£26250	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97	2	1.0 VT-i	£20795	111	111	-							
1.6 TDi 120 Greenline 5dr estate	£26350	118	96	14	1.0 VT-i Hatch	£10995	68	99	4	1.0 VT-i Hatch	£13495	98	114	5	1.0 VT-i Hatch	£18955	108	97</td													

## AUTOCAR TOP FIVES

## Crossovers



## 1 Nissan Qashqai

From £18,000

Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★☆



## 2 Ford Kuga

From £21,000

Bigger and bolder than its predecessor, but it's the unmatched dynamics that make the Kuga a familiar option. ★★★★☆



## 3 Mazda CX-5

From £21,000

Larger than you'd think; probably better, too. Skyactiv diesel engine is one of the best. Interior less compelling. ★★★★☆



## 4 Honda CR-V

From £21,000

Decent, but incredibly sensitive to spec. Get it right and it'll measure up. Get it wrong and it probably won't. ★★★★☆



## 5 Kia Sportage

From £18,000

Seems oddly long in the tooth now, but clever looks mean it still cuts a dash. Engine line-up needs updating. ★★★★☆

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group							
2.2 CDTi 163 SE Nav 4x4	£27160	161	177	25	1.6 TDI 110 Alltrack 4Motion	£26790	106	122	-	1.6 TDI SCR 110 SE	£25230	106	116	-	2.0 D3 SE	£28045	148	102	23		
2.2 CDTi 163 Diamond	£22700	161	167	25	2.0 TDI 150 Alltrack 4Motion	£28155	148	125	-	2.0 TDI SCR 150 SE	£26730	148	116	-	2.0 D3 SE Lux	£30345	148	102	24		
<b>VRX8 4dr saloon</b> Still old-school appeal. No longer cheap	★★★★★				2.0 TDI 184 Alltrack 4M'ion DSG	£30595	181	129	-	1.2 TSI 110 SE Family	£25115	108	126	-	2.0 D3 R-Design	£29545	148	102	23		
6.2 V8 GT	£54509	577	363	50	2.0 TSI 300 R 4Motion DSG	£33585	296	162	-	2.0 TDI SCR 150 SE Family	£26715	108	116	-	2.0 D4 Business Edition	£24295	187	102	26		
<b>VOLKSWAGEN</b>					<b>GOLF SV 5dr MPV</b> MOB platform gives the Golf proper MPV proportions. Still no C-Max though	★★★★★				1.4 TSI 150 SE L	£26745	148	133	-	smooth drive. Too small	★★★★★					
<b>UP 3dr hatch</b> Hardly revolutionary, just quantifiably better	★★★★★				1.6 TDI SCR 150 SE L	£28155	108	117	-	2.0 TDI SCR 190 SE L DSG	£30510	117	123	-	1.6 D2 R-Design	£29895	118	101	18		
1.0 75 Rock Up	£13580	74	106	4	1.4 TSI 125 S	£20975	123	125	12	<b>SHARAN 5dr MPV</b> Refined, flexible big MPV. Seat version is cheaper	★★★★★	1.6 D2 SE	£28395	118	101	18					
1.0 75 Club Up	£12110	74	106	4	1.4 TSI 125 SE	£21910	123	125	12	1.4 TDI 184 SE	£1685	181	138	23	1.6 D2 SE Lux	£30505	148	102	24		
1.0 75 Street Up	£12110	74	106	4	1.4 TSI 150 GT	£25370	148	130	18	2.0 TDI 184 SE Nav	£23260	181	138	23	1.6 D3 R-Design	£29545	148	102	23		
1.0 60 Take Up	£8870	59	105	1	1.6 TDI 110 S	£21980	106	103	-	2.0 TDI 184 SE L	£34930	181	139	23	1.6 D4 Business Edition	£24295	187	102	26		
1.0 60 Move Up	£9925	59	105	1	1.6 TDI 110 BlueMotion	£23285	106	98	13	1.4 TSI 150 S	£26300	148	150	16	smooth drive. Too small	★★★★★					
1.0 60 BMT Move Up	£10285	59	95	1	1.6 TDI 110 SE	£22915	106	101	11	1.4 TSI 150 SE	£28485	148	150	16	1.6 D2 R-Design	£29895	118	101	18		
1.0 75 High Up	£11500	74	108	2	2.0 TDI 150 SE	£24280	148	112	17	1.4 TSI 150 SE Nav	£29160	148	198	16	1.6 D2 SE Nav	£28945	118	101	18		
1.0 75 BMT High Up	£11860	74	98	2	2.0 TDI 150 GT	£25875	148	115	20	2.0 TDI 184 SE L	£26790	113	130	14	1.6 D2 SE Lux	£30995	148	111	25		
<b>UP 5dr hatch</b> Hardly revolutionary, just quantifiably better	★★★★★				<b>JETTA 4dr saloon</b> Big boot, pleasant dynamics and good pricing. A bit dull	★★★★★				2.0 TDI 150 S	£26745	148	150	16	2.0 D3 Cross Country SE	£30445	123	123	18		
e-up 82 BEV	£24795	80	10	0	1.4 TSI 125 S	£18895	123	125	18	2.0 TDI 150 S	£26745	148	150	16	2.0 D3 Cross Country SE	£30445	148	111	25		
1.0 60 Take Up	£9245	59	105	1	1.4 TSI 125 SE	£20225	123	125	18	2.0 TDI 150 S	£26745	148	150	16	2.0 D3 Cross Country SE	£30445	148	111	25		
1.0 60 Move Up	£10300	59	105	1	1.4 TSI 150 SE	£20930	148	123	21	<b>TIGUAN 4dr</b> Dull but capable soft roader. Pricey, but good ride and handling	★★★★★	1.6 D2 SE	£29795	148	105	23					
1.0 60 BMT Move Up	£10660	59	95	1	1.4 TSI 150 GT	£21795	148	123	21	2.0 TDI 150 S	£26745	148	150	16	2.0 D3 SE	£31645	148	105	23		
1.0 75 High Up	£11875	74	106	2	2.0 TDI 110 S	£20175	109	105	14	2.0 TDI 110 S	£22975	106	130	13	2.0 D4 R-Design	£32545	187	104	28		
1.0 75 BMT High Up	£12235	74	98	2	2.0 TDI 110 SE	£21505	109	105	15	2.0 TDI 150 S	£23255	148	180	13	2.0 D4 R-Design	£32545	187	104	29		
1.0 75 Club Up	£12485	74	106	4	2.0 TDI 110 GT	£22370	109	105	15	2.0 TDI 150 S	£22975	148	140	13	2.0 D4 R-Design Lux Nav	£32055	148	105	25		
1.0 75 Street Up	£12485	74	106	4	2.0 TDI 150 SE	£22505	148	109	22	2.0 TDI SCR 150 Match 4Motion	£27590	148	140	13	2.0 D4 R-Design	£32245	187	111	28		
<b>POLO 3dr hatch</b> A mini Golf. Sweet handling, solid interior and good value	★★★★★				2.0 TDI 150 GT	£23370	148	109	22	2.0 TDI SCR 150 Match 4Motion	£29520	148	140	14	2.0 D4 R-Design Lux Nav	£31545	187	104	29		
1.0 60 S	£11300	59	106	-	<b>BEETLE 3dr hatch</b> Huge improvement, but the Golf underneath is superior	★★★★★				2.0 TDI 184 R-Line 4Motion DSG	£23050	181	150	13	2.0 D4 R-Design	£32545	187	104	28		
1.0 60 S/A/C	£12020	59	106	-	1.2 TSI 105	£16275	104	128	13	2.0 TDI 184 R-Line 4Motion DSG	£23050	181	150	13	2.0 D4 R-Design	£32545	187	104	29		
1.0 60 Match	£12735	59	106	-	1.2 TSI 105 Design	£18670	104	128	14	<b>TOUREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness	★★★★★	1.6 T3 Business Edition	£31045	187	104	2					
1.0 75 Match	£13260	74	108	-	1.4 TSI 150 Design	£20705	148	134	20	3.0 V6 TDV 204 SE	£43605	204	173	39	1.6 T3 Business Edition	£22455	150	139	21		
1.2 TSI 90 Match	£13880	89	107	-	1.4 TSI 150 Sport	£22525	148	134	20	3.0 V6 TDV 204 SE	£43605	204	173	39	1.6 T3 Business Edition	£22455	150	139	21		
1.4 TDI 75 Match	£14945	74	93	-	2.0 TSI 220 Sport	£23755	217	150	27	3.0 V6 TDV 204 R-Line	£46605	204	173	40	1.6 T3 Business Edition	£22455	150	139	21		
1.0 TSI 110 S	£16310	108	99	-	2.0 TSI 220 Turbo Black	£24455	217	150	27	3.0 V6 TDV 262 SE	£45405	258	174	42	1.6 D2 Business Edition	£23395	118	98	17		
1.4 TDI 90 SE L	£16820	89	93	-	2.0 TSI 220 Turbo Silver	£24545	217	150	27	3.0 V6 TDV 262 R-Line	£48405	258	174	42	1.6 D2 Business Edition	£24245	148	105	22		
1.0 TSI 110 R-Line	£16960	108	99	-	2.0 TDI 110	£18100	108	112	13	3.0 V6 TDV 262 Escape	£45605	258	180	42	1.6 D2 Business Edition	£25495	187	104	26		
1.2 TSI 90 R-Line	£16230	89	107	-	2.0 TDI 110 Design	£20475	108	112	13	<b>CARAVELLE 5dr MPV</b> Rugged workhorse to carry people	★★★★★	2.0 D6 AWD Hybrid SE Lux Nav	£50175	284	48	-	1.6 D2 Business Edition	£24055	187	104	29
1.4 TDI 90 R-Line	£17470	74	108	-	2.0 TDI 150 Design	£21175	148	119	20	2.0 TDI 150 Sport	£22995	148	119	21	2.0 D6 AWD Hybrid R-Design Lux Nav	£51875	284	48	-		
1.0 TSI 95 BlueMotion	£14780	94	94	-	2.0 TDI 184 GT Black Edition	£21175	181	127	27	2.0 TDI 204 SE SWB	£37135	148	146	16	2.0 D6 AWD	£32120	148	113	25		
1.0 TSI 150 ACT BlueGT	£18540	148	110	-	2.0 TDI 150 Sport	£25845	148	123	23	2.0 TDI 204 SWB 4Motion	£42498	201	171	-	2.0 D6 AWD	£33920	178	114	30		
1.8 TSI GTI	£18900	189	139	-	2.0 TDI 150 SE	£19230	104	129	15	2.0 TDI 150 SE L	£31935	148	164	-	2.0 D6 AWD	£34240	178	114	29		
<b>POLO 5dr hatch</b> A mini Golf. Sweet handling, solid interior and good value	★★★★★				2.0 TDI 150 SE LBW	£19315	104	129	15	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29		
1.0 60 S	£11930	59	106	-	1.4 TSI 105 Design	£21625	104	129	15	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29		
1.0 60 S/A/C	£12560	59	106	-	1.4 TSI 150 Sport	£23515	104	128	14	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29		
1.0 60 Match	£13365	59	106	-	2.0 TDI 110	£21040	105	115	16	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29		
1.0 75 Match	£13890	74	108	-	2.0 TDI 110 Design	£23415	108	116	16	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29		
1.2 TSI 75 Match	£15175	74	93	-	2.0 TDI 150 SE	£24245	148	123	23	<b>VOLVO</b>	★★★★★	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	114	29
1.0 TSI 110 SE L	£16940	108	99	-	2.0 TDI 150 SE	£26345	171	154	29	<b>V40 5dr hatch</b> New hatchback adds Swedish flavour to stock Ford platform	★★★★★	2.0 TDI 150 SE LBW	£31915	120	94	19	2.0 D6 AWD	£34240	178	108	28
1.4 TDI 90 SE L	£17450	89	93	-	1.4 TSI 125 S	£20735	123	125	22	1.6 T2 ES	£19345	120	94	19	2.0 D6 AWD	£34240	178	108	28		
1.0 TSI 110 R-Line	£17590	108	99	-	1.4 TSI 125	£20875	148	118	24	1.6 T2 ES Nav	£20145	120	94	19	2.0 D6 AWD	£34240	178	108	28		
1.2 TSI 90 R-Line	£16860	107</																			



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# ROAD TEST RESULTS

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance; we also drive on a wide range of roads. We aim to produce the most complete, objective verdict in the business, so you can be sure how good a car is. Where we have tested more than one model in a range, the rating is for the range overall; where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

**30-70mph** Indicates overtaking ability through the gears  
**50-70mph** Recorded in top gear (\*kickdown with an automatic) and demonstrates flexibility  
**Fuel economy** Prior to 7.1.15, figures are touring, recorded over a set road route, and test average. From 7.1.15 on, figures are average and extra-urban, to the What Car?/True MPG standard  
**Braking 60-Omph** Recorded on a high-grip surface at a test track  
**Mph/1000rpm** Figure is the speed achieved in top gear

## ALFA ROMEO

	MITO 3dr hatch	GIULIETTA 5dr hatch	2.0 JTDM	4C 2dr coupé/convertible	Spider
1.4 Cloverleaf	136 7.9 21.1 6.9 7.3 2.7 168 184 23.2 36/42 1265				7.4.10
		135 8.4 22.3 7.7 7.9 2.7 168 258 34.8 40/57 1475	13.10.10		
			160 5.1 12.4 4.0 5.8 2.97 237 258 29.6 32/44 940	27.1.16	

## ALPINA

	B3 BITURBO 4dr saloon
	155 4.7 10.3 3.8 6.8 2.9 404 443 41.5 27/35 1610

## ARIEL

	ATOM 0dr open	NOMAD 0dr open
	170 3.0 5.7 1.9 3.7 2.55 475 268 16.4 21/37 650	10.8.11
		125 4.5 12.7 3.9 7.7 3.10 235 221 26.7 na/na 735

## ASTON MARTIN

	V8 Vantage 2dr coupé	V8 Rapide 4dr coupé	Rapide S
	175 5.2 12.0 3.6 7.9 2.7 380 302 26.0 17/22 1713	254.07	
		190 5.3 11.3 4.3 8.3 3.03 550 457 33.6 19/23 1990	20.3.13

## AUDI

	A1 3dr hatch	1.4 TFSI Sport	S1	A3 3dr/5dr hatch	2.0 TDI Sport	S'back e-tron	RS3 S'Back	A4 4dr saloon	2.0 TDI S line	A5 2dr coupé/cabriolet	3.0 TDI quattro	3.0 TDI cabrio	RS5 4.2 V8	A6 4dr saloon/5dr estate	
	★★★★★	126 8.4 22.4 8.9 12.8 2.2 120 148 30.2 34/43 1165	10.11.10	★★★★★	134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355	26.9.12	138 7.9 20.9 6.6 8.5 3.0 201 258 30.7 45/49 1540	31.12.14	147 8.4 22.2 7.3 11.2 3.1 187 295 37.1 45/50 1940	4.11.15	★★★★★	154 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755	25.7.07	155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855	27.10.10
		155 5.9 14.4 5.2 5.4 2.6 228 273 25.6 30/39 1390	28.5.14	★★★★★	134 8.9 25.9 11.4 10.8 2.7 148 236 30 48/59 1355		155 4.1 10.3 3.7 7.7 2.8 362 343 34.2 26/37 1595	10.6.15	147 8.4 22.2 7.3 11.2 3.1 187 295 37.1 45/50 1940		154 6.4 16.6 5.9 8.0 2.7 237 368 35.7 32/43 1755	25.7.07	155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855	27.10.10	
				★★★★★	155 5.9 14.4 5.2 5.4 2.6 228 273 25.6 30/39 1390		155 4.1 10.3 3.7 7.7 2.8 362 343 34.2 26/37 1595		155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855		155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855		155 4.6 10.7 4.0 8.9 2.7 444 317 29.0 22/30 1855		

## BENTLEY

	CONTINENTAL 2dr coupé	GTC V8	GT	GT3-R	FLYING SPUR 4dr saloon	W12	MULSANNE 4dr saloon	6.75 V8	
	★★★★★	187 4.5 10.8 3.9 *2.7 2.8 500 487 27.4 18/27 2470	4.4.12	198 4.6 10.9 4.2 *2.4 2.5 567 516 34.9 7/15 2375	16.1.11	170 3.7 8.2 3.1 8.7 3.0 572 518 37.6 *18 2195	23.14.12	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14
		124 10.2 30.0 10.0 17.3 *114 199 37.7 54/60 1395	27.5.15	155 4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545		140 8.5 24.7 8.4 10.2 2.1 187 295 34.5 50/53 1610	14.1.15	184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745	21.9.11
					★★★★★	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450		184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745	
					★★★★★	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450		184 5.7 13.7 4.8 *2.8 2.6 505 752 44.8 18/21 2745	

## BMW

	1 SERIES 3dr/5dr hatch	116d ED Plus	M135i	2 SERIES 3dr coupé/convertible	220d SE	220d C'ble	M235i	2 SERIES ACTIVE TOURER 5dr MPV	3 SERIES 4dr saloon/5dr estate/5dr hatch	320d Sport	330d Touring	318d Sport GT	
	★★★★★	124 10.2 30.0 10.0 17.3 *114 199 37.7 54/60 1395	27.5.15	155 4.6 11.4 4.0 6.8 2.6 315 322 35.9 30/41 1545	14.1.12	140 8.5 24.7 8.4 10.2 2.1 187 295 34.5 50/53 1610	14.1.15	155 6.3 14.7 5.7 5.4 2.7 322 391 28.1 26/35 1530	23.14.12	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14	130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615	17.7.13
				★★★★★	143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450		140 8.5 24.7 8.4 10.2 2.1 187 295 34.5 50/53 1610	14.1.15	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14	130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615	17.7.13	
				★★★★★	143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450		140 8.5 24.7 8.4 10.2 2.1 187 295 34.5 50/53 1610	14.1.15	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14	130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615	17.7.13	
				★★★★★	143 7.8 20.9 7.3 8.8 2.9 181 280 39.6 46/62 1450		140 8.5 24.7 8.4 10.2 2.1 187 295 34.5 50/53 1610	14.1.15	129 8.9 26.5 8.7 12.1 3.0 148 243 40.4 42/56 1450	24.12.14	130 9.5 28.6 9.5 12.4 2.7 141 236 36.5 50/57 1615	17.7.13	

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-Omph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fouring	Weight (kg)	TEST DATE
<b>4 SERIES 3dr coupé</b>	★★★★★											
435i M Sport	155 5.5 13.2 5.2 6.3 2.7	302	295 28.2 28/37	1585	18.9.13							
M4	155 4.1 8.8 3.2 6.1 2.4	425	406 34.0 29/36	1585	9.7.14							
<b>5 SERIES 4dr saloon/5dr GT/5dr estate</b>	★★★★★											
530d SE	155 6.4 16.1 5.4 *3.3 3.0	241	390 48.1 36/46	1830	31.3.10							
520d SE Touring	138 8.1 23.0 8.3 5.0 2.6	181	280 38.7 38/42	1810	6.10.10							
ActiveHybrid	155 5.6 13.5 5.0 10.5 2.6	335	332 40.4 27/33	1925	23.5.12							
M5	155 4.3 9.0 3.6 6.4 2.8	552	502 38.2 19/28	1975	29.12.11							
<b>6 SERIES 2dr coupé/2dr open</b>	★★★★★											
640d M Sport	155 5.3 13.1 4.6 *2.7 2.6	309	464 42.1 33/45	1840	2.11.11							
650i cabrio	155 5.6 12.4 4.5 7.8 2.6	402	442 38.5 22/29	2085	6.4.11							
<b>7 SERIES 4dr saloon</b>	★★★★★											
730d	153 6.4 17.1 6.0 8.2 3.1	261	457 50.2 40/49	1795	11.11.15							
<b>GINETTA</b>												
<b>G40R 2dr coupé</b>	★★★★★											
2.0	140	6.3 17.2 6.1 8.3 3.6	175	140 22.6 28/-	880	5.10.11						
<b>HONDA</b>												
<b>JAZZ 5dr hatch</b>	★★★★★											
1.3 Range Extd	93 8.1 -	7.6	*4.9 3.4	168	184	-	294	wh/m1390	22.1.14			
<b>i8</b>	155	4.5 10.6 3.7 3.3 2.8	357	420 33.3 50/40	1560	17.9.14						
<b>Z4 2dr convertible</b>	★★★★★											
sDrive35i	155 5.1 12.3 4.2 *2.5 2.8	302	295 29.0 26/34	1615	10.6.09							
<b>X1 5dr 4x4</b>	★★★★★											
xDrive20d xLine	82 8.2 24.2 8.0 11.8 2.8	187	295 35.1 43/49	1625	14.10.15							
<b>X3 5dr 4x4</b>	★★★★★											
xDrive20d SE	130 8.4 27.4 8.7 10.7 3.15	181	280 33.5 37/43	1825	12.1.11							
<b>X4 5dr 4x4</b>	★★★★★											
xDrive30d	145 5.9 16.9 5.8 11.1 2.6	255	416 43.7 34/45	1895	27.8.14							
<b>X5 5dr 4x4</b>	★★★★★											
1.5	130	10.7 35.2 10.7 14.3 3.2	99	94 20.5 35/43	1075	29.10.08						
<b>CIVIC 5dr hatch</b>	★★★★★											
1.6 i-DTEC EX	135 8.3 24.7 7.9 12.2 -	148	258 38.7 38/55	1480	11.1.12							
Type R GT</td												

## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fouring	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fouring	Weight (kg)	TEST DATE	Make and Model	Top speed	0-60mph	0-100mph	30-70mph	Braking 60-0mph	Power (hp)	Torque (lb/ft)	Mph/1000rpm	Mpg/test/fouring	Weight (kg)	TEST DATE
<b>EVORA</b> 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.09	<b>PULSAR</b> 5dr hatch ★★★★★	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14										
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	30.3.11	<b>ACENTA</b> 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10										
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430		<b>NISMO</b> 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13										
<b>EXIGE</b> S 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13	<b>NISMO RS</b>	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15										
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176		<b>LEAF</b> 5dr hatch ★★★★★	91	10.9	—	11.4	7.3	2.8	107	207	8.7	320Wh/m1545	1545	27.4.11										
<b>MASERATI</b>													<b>QASHQAI</b> 5dr hatch ★★★★★	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14										
<b>GRANTURISMO</b> 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	22.0.8	<b>1.5 dCi 2WD</b>	113	10.8	39.2	11.1	12.9	2.9	128	236	32.8	42/48	1550	13.8.14										
<b>GRANCARBIO</b> 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10	<b>X-TRAIL</b> 5dr hatch ★★★★★	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09										
<b>GHIBLI</b> 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14	<b>GT-R</b> 2dr coupé ★★★★★	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09										
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835		<b>Black Edition</b>	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775											
<b>MAZDA</b>													<b>NOBLE</b>																						
<b>2.5d hatch</b> ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15	<b>M600</b> 2dr coupé ★★★★★	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09										
<b>3.5d hatch</b> ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13	<b>PEUGEOT</b>																						
<b>5.5d MPV</b> ★★★★★	111	12.5	—	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11	<b>208</b> 3/5d hatch ★★★★★	109	14.2	—	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12										
<b>6.4d saloon/5d estate</b> ★★★★★	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13	<b>308</b> 3/5d hatch ★★★★★	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15										
<b>MX-5</b> 2dr open ★★★★★	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	29.9.15	<b>GTi</b> 30th	145	6.5	16.1	5.8	6.7	2.9	114	199	38.5	48/59	1395	15.1.14										
<b>1.5 SE-L Nav</b>	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050		<b>508 SW estate</b> ★★★★★	118	10.1	32.6	10.4	13.9	3.0	114	255	32.3	32/46	1680	25.5.11										
<b>1.5d SE-L Nav</b>	110	10.3	34.7	10.3	10.3	—	104	199	34.8	59/60	1275	22.7.15	<b>2008 Mini SUV</b> ★★★★★	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13										
<b>1.5d SE-L Nav</b>	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12	<b>3008 5dr hatch</b> ★★★★★	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.1.09										
<b>2.2 Sport Nav</b>	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050		<b>Hybrid4</b>	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.74/49	1790	25.1.12													
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>5008 5dr MPV</b> ★★★★★	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10											
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>RCZ</b> 3dr coupé ★★★★★	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14											
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5	5.5	5.0	3.1	20/29	1715	29.7.15														
<b>650S</b> 2dr coupé/roadster ★★★★★	155	5.2	2.2	6.0	2.3	903	664	36.0	19.6/—	—	7.5.14	<b>GT</b> 2dr coupé ★★★★★	155	7.8	2.5																				

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AST 13Y	BOL IT	CI4 UDE	DOY IIIE	F124 SER	H34 TER	KII4 NOM	MCC 413E	OBR 213N	R3 SCU	STE 3D	W444 FER	
ATK IIN	80 ON	CI34 VER	DO51 BOY	F21 DAY	H36 TOR	KII3 RAN	MCG 13E	OCT 1	R164 RDO	STI RUP	W444 GER	
AI13 REY	BOO 7S	CLE 6G	D24 PER	FRII GAL	H33 LEY	KII2 KBY	MCH 412E	OH51 BOY	R16 DLE	S777 OUT	W4 LEY	
AII0 REY	BOR 220W	COI AKE	D10 LEY	FU11 ARD	HE64 RTY	KII7 HEN	MCL 823N	O12 EOB	R100 AST	S72 OUD	WAI1 GUY	
AUS 773N	BOS 74N	CLU 3R	DWA 71IE	G4 LES	HEL 6A	KII7 SON	MCV 3Y	ORII ENT	ROD 113Y	SUI1 DAY	WAI1 LSX	
AY13 SHA	BOW 32S	CIII NGE	EAG 6IE	G41 LON	HEII ERS	KNO 6K	MEA 4D	PAR 221S	ROE I	SU51 HOT	WAI1 YSX	
BAC 6K	BOW 13E	COA 7S	EAR 3	GAM 88IE	HEM 513Y	KUR 2T	M34 DON	PAR 270N	20 HAN	TAAI BOY	WAN 35	
BAK 33S	BOW 73R	60 HEN	EA03 RTH	G412 NER	HEN IIIA	L411 INT	M340 OWS	P4 CEY	TAII BOY	WAN 35	WAN 77	
BAII ANA	807 LE	BCO IE	EA51 TER	GA12 THS	HEEN 22Y	LAN 44A	MEA 2S	PAII TRY	RON 41D	TAN 3R	WAR IIIG	
BAL IE	82 ADY	COII BOY	EA51 JCT	GI4 UGE	H31 SON	LA2 2K	MED 4L	PAR 2K	RON 50N	TAN IIK	W421 NER	
BAR 14D	82 AY	ROY 600K	E8 VES	GAY 7E	HEW 37T	I ARN	MEK 33	PAR 41IE	I ROP	TAN II3R	WAS 533M	
BAM 83R	BRA 213R	COP 13Y	ECC 13S	G147 NOR	HEY 3S	LAR 12Y	MEE IIA	ROE 1	T47 TON	BWA 750N	BWA 750N	
<b>SI3 RRA</b>	BAN 70N	BRE 346H	COR 2R	EDG 9E	GAY 70N	HOA 2E	MEL 70N	PAS 71E	RO51 YNS	T4 UNT	W33 DON	
BAR 412R	BR13 EZE	COT 73R	EDG 11E	G3 ARY	HOG 63T	HOA 5T	MEN 200M	PAS 71E	RRO 5S	T 34	W66 KLY	
BAR 13IE	812 ENT	COU 2T	ELI ZAZ	G33 SON	HII LER	HOA 5T	MES 1AII	P45 TOR	R10 UGH	TEK I	WEI LCH	
B428 OUR	BR14 ANS	COW 412D	EI MES	G30 RDY	HOL 113Y	HOA 5T	MES 6A	P47 TON	ROA 31W	T31 FER	WEI I13R	
BAR 114M	B215 TOL	CY10 N	EMM 377T	G11 GND	HOL 113Y	HOA 5T	MES 6B	P47 TON	T3II PLE	WE5 50N	WE5 50N	
BAR 124K	B210 OOK	C24 FTY	ERR 20L	G13 NYS	HON 113Y	HOA 5T	MES 6C	P47 TON	T3II PLE	WE5 570N	WE5 570N	
BAR 245S	B20 0OM	C200 KES	EVE 117N	G0A 73R	HOD 113Y	HOA 5T	MES 6D	PAS 71E	R051 YNS	T73 SSA	WET I	
BAR 51 AFC	B27 ANT	CRO 570N	EVE 237T	G0B 117N	HOD 113Y	HOA 5T	MES 6E	PAS 71E	RRO 5S	TII3 LMA	WII ALE	
BA473 SON	82 YN	CRU 3IIA	EVE 270N	G0S 5IP	HOD 113Y	HOA 5T	MES 6F	PAS 71E	R10 UGH	TII3 LMA	WHE 3L	
BAT 33Y	B27 SON	C275 TAL	FAB 814N	G0U 9H	HOD 113Y	HOA 5T	MES 6G	PAS 71E	PAU 150N	PAU 150N	WHI NES	
BAT114M	B16 KLE	CUR 2L	F4 BRE	G0V 3R	HOD 113Y	HOA 5T	MES 6H	PAS 71E	PAU 150N	PAU 150N	WII LDE	
BUD 613S	BUD 613R	CUR 13Y	F4 PGR	G0Z 3RD	HOD 113Y	HOA 5T	MES 6I	PAS 71E	PAU 150N	PAU 150N	WON IIG	
BII 61E	BII 61E	CUS 742D	FA12 EST	GRE 66S	HOD 113Y	HOA 5T	MES 6J	PAS 71E	PAU 150N	PAU 150N	WQ05 NAM	
BII 61E	BII 61E	C17 LER	FAN 6G	G21 MES	HOD 113Y	HOA 5T	MES 6K	PAS 71E	PAU 150N	PAU 150N	WOT 464R	
BII 61E	BII 61E	CYR 21L	F4 RGO	GRU 13B	HOD 113Y	HOA 5T	MES 6L	PAS 71E	PAU 150N	PAU 150N	W12 ATH	
BII 61E	BII 61E	DAF 70D	FA2 2ID	GU13 SSS	HOD 113Y	HOA 5T	MES 6M	PAS 71E	PAU 150N	PAU 150N	WRE 571E	
BII 61E	BII 61E	DAI 14S	FAR 10A	GUT 73R	HOD 113Y	HOA 5T	MES 6N	PAS 71E	PAU 150N	PAU 150N	WUR 23L	
BII 61E	BII 61E	DII CER	F42 LEY	OGW 3N	I LDA	HOA 5T	MES 6O	PAS 71E	PAU 150N	PAU 150N	WYM 3R	
BII 61E	BII 61E	DIV 20N	D4 NDO	FAR 23L	HOD 113Y	HOA 5T	MES 6P	PAS 71E	PAU 150N	PAU 150N	Y34 TES	
BII 61E	BII 61E	EE7 70N	C4 DET	F42 ROW	HOD 113Y	HOA 5T	MES 6Q	PAS 71E	PAU 150N	PAU 150N	YE51 EAT	
BII 61E	BII 61E	FAG 14N	DAR 14N	FH1 ONS	HOD 113Y	HOA 5T	MES 6R	PAS 71E	PAU 150N	PAU 150N	YU116S	


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<b>99 VM</b>	BJL 7	DGG 1	I EHR	I FBW	GAA 3	I HCD	9 JCI	I KDJ	3 LDD	I LSO	4 NCT	OSI J	I ORC	PWG 5	8 SCL	TKN I	I VHH	I WHF
<b>I RKW</b>	BKJ 4	DGL 4	9 EJD	3 FCB	8 GAD	I HCE	5 JCT	I KEK	3 LDJ	I LSO	1 NDG	5 PAK	I PWK	SDR I	TLE I	VIW I	I WHM	
<b>5 AEG</b>	BKJ 8	DGM 1	EJL 4	FCF 1	5 GAE	I HCF	5 JCT	I KFG	1 LDK	I LSR	1 NDK	7 PBD	I PWK	SES I	ITL J	9 VJB	I WJA	
<b>99 GF</b>	BKJ 5	DGM 6	EJL 5	FCH 1	8 FCM	I GAP	I HCK	I JDO	I KFK I	LDS 9	6 LSS 6	NDP 1	PBK I	SDR I	ITL N	I VJ	I WJC	
<b>CFT 7</b>	BKJ 9	DGM 7	EJL 6	FCH 2	8 FCM	I GBA I	I HCO	JDT I	I KFO I	9 LDW	1 LSV	2 NEG	8 PCA	PYD I	I SFH	9 TMJ	I VJD	2 WJT
<b>WVA I</b>	BKJ 1	DGM 8	EJL 7	FCH 3	9 FCM	I GBI	I HCO	JDV I	I KFR I	LEL I	87 LT	NEZ I	I PCD	PYL I	SFO I	I TNA	VJF 8	I WKA
<b>I GAO</b>	BKJ 2	DGM 9	EJL 8	FCH 4	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTG	MER 12Y	I PCJ	4 RBC	7 SGA	I TNC	VJK I	I WKE
<b>2 DEJ</b>	BKJ 3	DGM 10	EJL 9	FCH 5	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>I AVD</b>	BKJ 4	DGM 11	EJL 10	FCH 6	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>2 TL</b>	BKJ 5	DGM 12	EJL 11	FCH 7	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>I KNL</b>	BKJ 6	DGM 13	EJL 12	FCH 8	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
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<b>7 CBG</b>	BKJ 8	DGM 15	EJL 14	FCH 10	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>5 SNP</b>	BKJ 9	DGM 16	EJL 15	FCH 11	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>TN 63</b>	BKJ 10	DGM 17	EJL 16	FCH 12	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>I KBC</b>	BKJ 11	DGM 18	EJL 17	FCH 13	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>PMT I</b>	BKJ 12	DGM 19	EJL 18	FCH 14	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>I VMM</b>	BKJ 13	DGM 20	EJL 19	FCH 15	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>CA I</b>	BKJ 14	DGM 21	EJL 20	FCH 16	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>HN 4</b>	BKJ 15	DGM 22	EJL 21	FCH 17	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR	4 SGR	ITN J	VJL I	WKP I
<b>4 RDR</b>	BKJ 16	DGM 23	EJL 22	FCH 18	9 FCM	I GBI	I HCO	JDV I	I KFR I	I LEP	I LTF	PEA 2S	I PCJ	5 RBR				

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MATT BURT

Rear View Mirror: tales from our archive

# Fiat 131 Abarth rally car test

## 4 November 1978



We don't rate our prospects of phoning up Volkswagen Motorsport and casually asking to borrow last year's World Rally Championship-winning Polo R WRC for a test drive. The world was a more relaxed place in the late 1970s, though, and Fiat UK was delighted to offer Autocar its 131 Abarth, an example of the car that had won the WRC manufacturers' title in 1977 and, at the time of Autocar's test, was well on course for a repeat success.

The 131 Abarth was the first front-running car to be homologated under the then-new WRC rules. These dictated a road car production run of 400 units and demanded that performance upgrades be made to existing production parts, as opposed to bespoke components being built specifically for rallying.

Fiat officially quoted maximum power of 223bhp at 7500rpm and 166lb ft at 5750rpm, but those figures had to be taken with a pinch of salt, Fiat wary of giving too much away to fierce rival Ford and its rapid BDA-engined Escort.

Kevin Blick was in charge of Autocar's test and admitted that the mere sight

of the car in the colours of the Alitalia airline was thrilling. The 131 Abarth was in tarmac set-up, having recently competed on the Isle of Man, and wore 8in front and 11in rear P7 Pirelli slicks.

By coincidence, rally ace Tony Pond was at the same test track and was happy to have a run in the 131 Abarth, afterwards comparing notes with Blick and fellow Autocar tester John Miles.

"Neither Tony nor John felt that the car was quick, something that was confirmed only in part by our figures," wrote Blick. "But both remarked on the engine's docility. It pulls round from under 4000 to its 8000 rev limit without a murmur of protest. It does not rev like a BDA, which will pull to 10,000rpm, but it runs from low down more cleanly."

"But all who drove the car were impressed above all by its gearchange – a quick, positive shift that was simply banged from gear to gear with a speed of engagement only usually seen on motorcycle gearboxes."

"There was extremely good traction away from the line. As the engine barked its way round to 8000 and the car surged forward down the track, it

still didn't feel especially quick, but the figures were to show it as fast as a works Escort up to 90mph, although it was geared to top out at 102mph.

"The reason why the drivers subjectively felt the 131 Abarth to be slow lies in its relatively narrow power band. It simply doesn't have the power over the wide range of revs that the BDA does and towards the top end both power and torque fall away quickly."

"However, both our experts were impressed with the chassis of the 131. Set up for tarmac, it behaved as a racer should, cornering flat and fast, very forgiving and refusing to be easily provoked out of line by mid-corner throttle or steering changes, the powerful brakes slowing it easily and quickly."

Fiat UK contested the full British championship in 1978 to gather data ahead of a concerted assault on the season-ending RAC Rally, on which it really wanted to give Ford a bloody nose. But with the fast forest stages placing an emphasis on outright speed, the Escorts achieved a podium shut-out on the WRC finale, leaving Walter Röhrl's 131 Abarth trailing in fifth place.

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)

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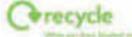
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